reasonable interpretation of the Act permits it to reconsider the Point of Obligation Regulation, in its discretion, separately from any annual renewable fuel standards.

In short, even if the Act is ambiguous with respect to when and how often EPA must designate the appropriate obligated parties, EPA's reasonable interpretation that it need not reconsider the point of obligation in annual rulemakings must be upheld under Chevron step two. 467 U.S. at 844.

iv. EPA's treatment of comments regarding the point of obligation as beyond the scope of the Rule is consistent with EPA's past practices and this Court's precedent.

Despite EPA's consistent practice of fulfilling its duty to designate obligated parties through prospective regulations rather than in annual renewable fuel standards, and despite this Court's holding in Monroe Energy rejecting a challenge to the pre-existing Point of Obligation Regulation as beyond the scope of the 2013 RFS Rule, 750 F.3d at 919, the Obligated Party Petitioners oddly argue that EPA's continuation of this practice is inconsistent with its prior findings. See OPP Br. 33-35. Not so.

In EPA's 2010 implementing regulation (which the Obligated Party Petitioners quote out of context), EPA considered comments taking significantly different positions on alternative approaches to the point of obligation that "have the potential to" more evenly align RIN access to a party's obligations. 75 Fed. Reg. at 14,722. Ultimately, EPA did not change the point of obligation because

the market provides opportunities for those who need RINs to purchase them and a change would have disrupted the operation of the RFS program during an important transition period. Id. EPA concluded that "[s]hould we determine that the RIN market is not operating as intended, driving up prices for obligated parties and fuel prices for consumers, we will consider revisiting this provision in future regulatory efforts." Id.

These prior statements are entirely consistent with EPA's statements in the Rule. First, the Rule explains that RINs are "available for compliance," "obligated parties can buy and sell RINs in order to ensure compliance," and that this is exactly how the RIN "system was designed to operate." 80 Fed. Reg. at 77,446-47. Petitioners suggest that EPA does not believe the RIN market is functioning but cite only EPA's statement that "the RIN is currently an inefficient mechanism for reducing the price for higher level ethanol blends at retail," which was made in reference to whether a higher percentage standard could incentivize additional supply of a particular fuel blend. See id. at 77,457. Second, it is simply not true that EPA has "refused" to consider which parties to obligate, as Petitioners repeatedly contend. See, e.g., OPP Br. 5, 6, 18, 19, 34. EPA simply said "these issues are beyond the scope of this rulemaking." 80 Fed. Reg. at 77,431 (emphasis added). This is entirely consistent with EPA's prior rulemakings and interpretation of its authority and with this Court's precedent under Monroe Energy.

v. The proper place for Petitioners to seek to change the point of obligation is in a petition to EPA to reconsider the pre-existing regulation.

In separate proceedings, the Obligated Party Petitioners formally petitioned EPA to change the definition of "obligated party." On November 10, 2016, EPA proposed to deny these petitions. 81 Fed. Reg. 83,776. In a document containing 48 pages of analysis, EPA proposed to leave the current Point of Obligation Regulation unchanged. Id. It includes lengthy consideration of how changing the point of obligation might affect the program in achieving its overarching policy goal to increase renewable fuel use, alter the number of obligated parties and change administrative and enforcement burdens, or disrupt implementation of the RFS program. Id. EPA is currently seeking public comment on all aspects of the proposal. Id.

This separate petition process is the appropriate context for addressing Petitioners' suggestion that EPA reconsider the Point of Obligation Regulation. If, following finalization of EPA's administrative action, Petitioners remain unsatisfied, they will then have the right to seek judicial review of that action. 42 U.S.C. § 7607(b).

Moreover, an annual renewable fuel standard is not a suitable or efficient avenue for addressing the kind of considerations addressed in the proposed petition denial, such as which parties are best able to comply or how a change to the long-

standing Point of Obligation Regulation might impact the pace of growth in renewable fuel use. See 81 Fed. Reg. 83,776. To attempt to do so would only cause further delay in the annual standards, complicate compliance, and add confusion and uncertainty into the RFS program that would interfere with the intended increase of volumes over time.

CONCLUSION

For the reasons explained above, the Court should deny the petitions for review.

Respectfully submitted.

JOHN C. CRUDEN
Assistant Attorney General
Environment & Natural Resources Division

/s/ Lisa M. Bell
LISA M. BELL
SAMARA M. SPENCE
United States Department of Justice
Environmental Defense Section
P.O. Box 7611
Washington, D.C. 20044
T: (202) 514-9275
Lisa.Bell@usdoj.gov

Counsel for Respondents

Dated: December 15, 2016

CERTIFICATE OF COMPLIANCE WITH WORD LIMITATION

Pursuant to Federal Rule of Appellate Procedure 32(g), I hereby certify that the above Brief of Respondent EPA contains 27,788 words, as counted by Microsoft Word, excluding the parts of the brief exempted by Federal Rule of Appellate Procedure 32(f), and complies with the word-limit in this Court's order of June 24, 2016 (Doc. No. 1621554). This brief complies with the typeface and type style requirements of Federal Rule of Appellate Procedure 32(a)(5) and 32(a)(6) because it has been prepared in a proportionally spaced typeface using Microsoft Word in Times New Roman 14-point type.

DATED: December 15, 2016

/s/ Lisa M. Bell
Counsel for Respondents

CERTIFICATE OF SERVICE

I hereby certify that on December 15, 2016, I caused copies of the foregoing to be served by the Court's CM/ECF system, which will send a notice of the filing to all registered CM/ECF users.

/s/ Lisa M. Bell

United States Department of Justice
Counsel for Respondents

STATUTORY AND REGULATORY ADDENDUM

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Except for the following, all applicable statutes and regulations are contained in the Petitioners' opening briefs.

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42 U.S.C.A. § 7545(c)

(c) Offending fuels and fuel additives; control; prohibition

(1) The Administrator may, from time to time on the basis of information obtained under subsection (b) of this section or other information available to him, by regulation, control or prohibit the manufacture, introduction into commerce, offering for sale, or sale of any fuel or fuel additive for use in a motor vehicle, motor vehicle engine, or nonroad engine or nonroad vehicle if, in the judgment of the Administrator, any fuel or fuel additive or any emission product of such fuel or fuel additive causes, or contributes, to air pollution or water pollution (including any degradation in the quality of groundwater) that may reasonably be anticipated to endanger the public health or welfare, or (B)[2] if emission products of such fuel or fuel additive will impair to a significant degree the performance of any emission control device or system which is in general use, or which the Administrator finds has been developed to a point where in a reasonable time it would be in general use were such regulation to be promulgated.

* * *

(4)(A) Except as otherwise provided in subparagraph (B) or (C), no State (or political subdivision thereof) may prescribe or attempt to enforce, for purposes of motor vehicle emission control, any control or prohibition respecting any characteristic or component of a fuel or fuel additive in a motor vehicle or motor vehicle engine--

(i) if the Administrator has found that no control or prohibition of the characteristic or component of a fuel or fuel additive under paragraph (1) is necessary and has published his finding in the Federal Register, or

(ii) if the Administrator has prescribed under paragraph (1) a control or prohibition applicable to such characteristic or component of a fuel or fuel additive, unless State prohibition or control is identical to the prohibition or control prescribed by the Administrator.

(B) Any State for which application of section 7543(a) of this title has at any time been waived under section 7543(b) of this title may at any time prescribe and enforce, for the purpose of motor vehicle emission control, a control or prohibition respecting any fuel or fuel additive.

(C)(i) A State may prescribe and enforce, for purposes of motor vehicle emission control, a control or prohibition respecting the use of a fuel or fuel additive in a motor vehicle or motor vehicle engine if an applicable implementation plan for such State under section 7410 of this title so provides. The Administrator may approve such provision in an implementation plan, or promulgate an implementation plan containing such a provision, only if he finds that the State control or prohibition is necessary to achieve the national primary or secondary ambient air quality standard which the plan implements. The Administrator may find that a State control or prohibition is necessary to achieve that standard if no other measures that would bring about timely attainment exist, or if other measures exist and are technically possible to implement, but are unreasonable or impracticable. The Administrator may make a finding of necessity under this subparagraph even if the plan for the area does not contain an approved demonstration of timely attainment.

(ii) The Administrator may temporarily waive a control or prohibition respecting the use of a fuel or fuel additive required or regulated by the Administrator pursuant to

subsection (c), (h), (i), (k), or (m) of this section or prescribed in an applicable implementation plan under section 7410 of this title approved by the Administrator under clause (i) of this subparagraph if, after consultation with, and concurrence by, the Secretary of Energy, the Administrator determines that--

(I) extreme and unusual fuel or fuel additive supply circumstances exist in a State or region of the Nation which prevent the distribution of an adequate supply of the fuel or fuel additive to consumers;

(II) such extreme and unusual fuel and fuel additive supply circumstances are the result of a natural disaster, an Act of God, a pipeline or refinery equipment failure, or another event that could not reasonably have been foreseen or prevented and not the lack of prudent planning on the part of the suppliers of the fuel or fuel additive to such State or region; and

(III) it is in the public interest to grant the waiver (for example, when a waiver is necessary to meet projected temporary shortfalls in the supply of the fuel or fuel additive in a State or region of the Nation which cannot otherwise be compensated for).

* * *

42 U.S.C. 7545(k)

(k) Reformulated gasoline for conventional vehicles

(1) EPA regulations

(A) In general

Not later than November 15, 1991, the Administrator shall promulgate regulations under this section establishing requirements for reformulated gasoline to be used in gasoline-fueled vehicles in specified nonattainment areas. Such regulations shall require the greatest reduction in emissions of ozone forming volatile organic compounds (during the high ozone season) and emissions of toxic air pollutants

(during the entire year) achievable through the reformulation of conventional gasoline, taking into consideration the cost of achieving such emission reductions, any nonair-quality and other air-quality related health and environmental impacts and energy requirements.

* * *

(2) General requirements

The regulations referred to in paragraph (1) shall require that reformulated gasoline comply with paragraph (3) and with each of the following requirements (subject to paragraph (7)):

(A) NO_x emissions

The emissions of oxides of nitrogen (NO_x) from baseline vehicles when using the reformulated gasoline shall be no greater than the level of such emissions from such vehicles when using baseline gasoline. If the Administrator determines that compliance with the limitation on emissions of oxides of nitrogen under the preceding sentence is technically infeasible, considering the other requirements applicable under this subsection to such gasoline, the Administrator may, as appropriate to ensure compliance with this subparagraph, adjust (or waive entirely), any other requirements of this paragraph or any requirements applicable under paragraph (3)(A).

(B) Benzene content

The benzene content of the gasoline shall not exceed 1.0 percent by volume.

(C) Heavy metals

The gasoline shall have no heavy metals, including lead or manganese. The Administrator may waive the prohibition contained in this subparagraph for a heavy metal (other than lead) if the Administrator determines that addition of the heavy metal to the gasoline will not increase, on an aggregate mass or cancer-risk basis, toxic air pollutant emissions from motor vehicles.

(3) More stringent of formula or performance standards

The regulations referred to in paragraph (1) shall require compliance with the more stringent of either the requirements set forth in subparagraph (A) or the requirements of subparagraph (B) of this paragraph. For purposes of determining the more stringent provision, clause (i) and clause (ii) of subparagraph (B) shall be considered independently.

(A) Formula

(i) Benzene

The benzene content of the reformulated gasoline shall not exceed 1.0 percent by volume.

(ii) Aromatics

The aromatic hydrocarbon content of the reformulated gasoline shall not exceed 25 percent by volume.

(iii) Lead

The reformulated gasoline shall have no lead content.

(iv) Detergents

The reformulated gasoline shall contain additives to prevent the accumulation of deposits in engines or vehicle fuel supply systems.

(B) Performance standard

(i) VOC emissions

During the high ozone season (as defined by the Administrator), the aggregate emissions of ozone forming volatile organic compounds from baseline vehicles when using the reformulated gasoline shall be 15 percent below the aggregate

emissions of ozone forming volatile organic compounds from such vehicles when using baseline gasoline. Effective in calendar year 2000 and thereafter, 25 percent shall be substituted for 15 percent in applying this clause, except that the Administrator may adjust such 25 percent requirement to provide for a lesser or greater reduction based on technological feasibility, considering the cost of achieving such reductions in VOC emissions. No such adjustment shall provide for less than a 20 percent reduction below the aggregate emissions of such air pollutants from such vehicles when using baseline gasoline. The reductions required under this clause shall be on a mass basis.

(ii) Toxics

During the entire year, the aggregate emissions of toxic air pollutants from baseline vehicles when using the reformulated gasoline shall be 15 percent below the aggregate emissions of toxic air pollutants from such vehicles when using baseline gasoline. Effective in calendar year 2000 and thereafter, 25 percent shall be substituted for 15 percent in applying this clause, except that the Administrator may adjust such 25 percent requirement to provide for a lesser or greater reduction based on technological feasibility, considering the cost of achieving such reductions in toxic air pollutants. No such adjustment shall provide for less than a 20 percent reduction below the aggregate emissions of such air pollutants from such vehicles when using baseline gasoline. The reductions required under this clause shall be on a mass basis.

Any reduction greater than a specific percentage reduction required under this subparagraph shall be treated as satisfying such percentage reduction requirement.

(4) Certification procedures

(A) Regulations

The regulations under this subsection shall include procedures under which the Administrator shall certify reformulated gasoline as complying with the requirements established pursuant to this subsection. Under such regulations, the Administrator shall establish procedures for any person to petition the Administrator to certify a fuel formulation, or slate of fuel formulations. Such procedures shall further require that the Administrator shall approve or deny such petition within 180 days of receipt. If the Administrator fails to act within such 180-

day period, the fuel shall be deemed certified until the Administrator completes action on the petition.

(B) Certification; equivalency

The Administrator shall certify a fuel formulation or slate of fuel formulations as complying with this subsection if such fuel or fuels--

(i) comply with the requirements of paragraph (2), and

(ii) achieve equivalent or greater reductions in emissions of ozone forming volatile organic compounds and emissions of toxic air pollutants than are achieved by a reformulated gasoline meeting the applicable requirements of paragraph (3).

(C) EPA determination of emissions level

Within 1 year after November 15, 1990, the Administrator shall determine the level of emissions of ozone forming volatile organic compounds and emissions of toxic air pollutants emitted by baseline vehicles when operating on baseline gasoline. For purposes of this subsection, within 1 year after November 15, 1990, the Administrator shall, by rule, determine appropriate measures of, and methodology for, ascertaining the emissions of air pollutants (including calculations, equipment, and testing tolerances).

(5) Prohibition

Effective beginning January 1, 1995, each of the following shall be a violation of this subsection:

(A) The sale or dispensing by any person of conventional gasoline to ultimate consumers in any covered area.

(B) The sale or dispensing by any refiner, blender, importer, or marketer of conventional gasoline for resale in any covered area, without (i) segregating such gasoline from reformulated gasoline, and (ii) clearly marking such conventional

gasoline as "conventional gasoline, not for sale to ultimate consumer in a covered area".

Any refiner, blender, importer or marketer who purchases property[6] segregated and marked conventional gasoline, and thereafter labels, represents, or wholesales such gasoline as reformulated gasoline shall also be in violation of this subsection. The Administrator may impose sampling, testing, and record-keeping requirements upon any refiner, blender, importer, or marketer to prevent violations of this section.

(6) Opt-in areas

(A) Classified areas

(i) In general

Upon the application of the Governor of a State, the Administrator shall apply the prohibition set forth in paragraph (5) in any area in the State classified under subpart 2 of part D of subchapter I of this chapter as a Marginal, Moderate, Serious, or Severe Area (without regard to whether or not the 1980 population of the area exceeds 250,000). In any such case, the Administrator shall establish an effective date for such prohibition as he deems appropriate, not later than January 1, 1995, or 1 year after such application is received, whichever is later. The Administrator shall publish such application in the Federal Register upon receipt.

(ii) Effect of insufficient domestic capacity to produce reformulated gasoline

If the Administrator determines, on the Administrator's own motion or on petition of any person, after consultation with the Secretary of Energy, that there is insufficient domestic capacity to produce gasoline certified under this subsection, the Administrator shall, by rule, extend the effective date of such prohibition in Marginal, Moderate, Serious, or Severe Areas referred to in clause (i) for one additional year, and may, by rule, renew such extension for 2 additional one-year periods. The Administrator shall act on any petition submitted under this subparagraph within 6 months after receipt of the petition. The Administrator shall issue such extensions for areas with a lower ozone classification before issuing any such extension for areas with a higher classification.

(B) Ozone transport region

(i) Application of prohibition

(I) In general

On application of the Governor of a State in the ozone transport region established by section 7511c(a) of this title, the Administrator, not later than 180 days after the date of receipt of the application, shall apply the prohibition specified in paragraph (5) to any area in the State (other than an area classified as a marginal, moderate, serious, or severe ozone nonattainment area under subpart 2 of part D of subchapter I of this chapter) unless the Administrator determines under clause (iii) that there is insufficient capacity to supply reformulated gasoline.

* * *

42 U.S.C. § 7545(m)

(m) Oxygenated fuels

(1) Plan revisions for CO nonattainment areas

(A) Each State in which there is located all or part of an area which is designated under subchapter I of this chapter as a nonattainment area for carbon monoxide and which has a carbon monoxide design value of 9.5 parts per million (ppm) or above based on data for the 2-year period of 1988 and 1989 and calculated according to the most recent interpretation methodology issued by the Administrator prior to November 15, 1990, shall submit to the Administrator a State implementation plan revision under section 7410 of this title and part D of subchapter I of this chapter for such area which shall contain the provisions specified under this subsection regarding oxygenated gasoline.

(B) A plan revision which contains such provisions shall also be submitted by each

State in which there is located any area which, for any 2-year period after 1989 has a carbon monoxide design value of 9.5 ppm or above. The revision shall be submitted within 18 months after such 2-year period.

(2) Oxygenated gasoline in CO nonattainment areas

Each plan revision under this subsection shall contain provisions to require that any gasoline sold, or dispensed, to the ultimate consumer in the carbon monoxide nonattainment area or sold or dispensed directly or indirectly by fuel refiners or marketers to persons who sell or dispense to ultimate consumers, in the larger of--

(A) the Consolidated Metropolitan Statistical Area (CMSA) in which the area is located, or

(B) if the area is not located in a CMSA, the Metropolitan Statistical Area in which the area is located,

be blended, during the portion of the year in which the area is prone to high ambient concentrations of carbon monoxide to contain not less than 2.7 percent oxygen by weight (subject to a testing tolerance established by the Administrator). The portion of the year in which the area is prone to high ambient concentrations of carbon monoxide shall be as determined by the Administrator, but shall not be less than 4 months. At the request of a State with respect to any area designated as nonattainment for carbon monoxide, the Administrator may reduce the period specified in the preceding sentence if the State can demonstrate that because of meteorological conditions, a reduced period will assure that there will be no exceedances of the carbon monoxide standard outside of such reduced period. For areas with a carbon monoxide design value of 9.5 ppm or more of November 15, 1990, the revision shall provide that such requirement shall take effect no later than November 1, 1992 (or at such other date during 1992 as the Administrator establishes under the preceding provisions of this paragraph). For other areas, the revision shall provide that such requirement shall take effect no later than November 1 of the third year after the last year of the applicable 2-year period referred to in paragraph (1) (or at such other date during such third year as the Administrator establishes under the preceding provisions of this paragraph) and shall include a program for implementation and enforcement of the requirement consistent with guidance to be issued by the Administrator.

(3) Waivers

(A) The Administrator shall waive, in whole or in part, the requirements of paragraph (2) upon a demonstration by the State to the satisfaction of the Administrator that the use of oxygenated gasoline would prevent or interfere with the attainment by the area of a national primary ambient air quality standard (or a State or local ambient air quality standard) for any air pollutant other than carbon monoxide.

(B) The Administrator shall, upon demonstration by the State satisfactory to the Administrator, waive the requirement of paragraph (2) where the Administrator determines that mobile sources of carbon monoxide do not contribute significantly to carbon monoxide levels in an area.

(C)(i) Any person may petition the Administrator to make a finding that there is, or is likely to be, for any area, an inadequate domestic supply of, or distribution capacity for, oxygenated gasoline meeting the requirements of paragraph (2) or fuel additives (oxygenates) necessary to meet such requirements. The Administrator shall act on such petition within 6 months after receipt of the petition.

(ii) If the Administrator determines, in response to a petition under clause (i), that there is an inadequate supply or capacity described in clause (i), the Administrator shall delay the effective date of paragraph (2) for 1 year. Upon petition, the Administrator may extend such effective date for one additional year. No partial delay or lesser waiver may be granted under this clause.

(iii) In granting waivers under this subparagraph the Administrator shall consider distribution capacity separately from the adequacy of domestic supply and shall grant such waivers in such manner as will assure that, if supplies of oxygenated gasoline are limited, areas having the highest design value for carbon monoxide will have a priority in obtaining oxygenated gasoline which meets the requirements of paragraph (2).

* * *

42 U.S.C.A. § 7607(b)

(b) Judicial review

(1) A petition for review of action of the Administrator in promulgating any national primary or secondary ambient air quality standard, any emission standard or requirement under section 7412 of this title, any standard of performance or requirement under section 7411 of this title,[2] any standard under section 7521 of this title (other than a standard required to be prescribed under section 7521(b)(1) of this title), any determination under section 7521(b)(5) of this title, any control or prohibition under section 7545 of this title, any standard under section 7571 of this title, any rule issued under section 7413, 7419, or under section 7420 of this title, or any other nationally applicable regulations promulgated, or final action taken, by the Administrator under this chapter may be filed only in the United States Court of Appeals for the District of Columbia. A petition for review of the Administrator's action in approving or promulgating any implementation plan under section 7410 of this title or section 7411(d) of this title, any order under section 7411(j) of this title, under section 7412 of this title, under section 7419 of this title, or under section 7420 of this title, or his action under section 1857c-10(c)(2)(A), (B), or (C) of this title (as in effect before August 7, 1977) or under regulations thereunder, or revising regulations for enhanced monitoring and compliance certification programs under section 7414(a)(3) of this title, or any other final action of the Administrator under this chapter (including any denial or disapproval by the Administrator under subchapter I of this chapter) which is locally or regionally applicable may be filed only in the United States Court of Appeals for the appropriate circuit. Notwithstanding the preceding sentence a petition for review of any action referred to in such sentence may be filed only in the United States Court of Appeals for the District of Columbia if such action is based on a determination of nationwide scope or effect and if in taking such action the Administrator finds and publishes that such action is based on such a determination. Any petition for review under this subsection shall be filed within sixty days from the date notice of such promulgation, approval, or action appears in the Federal Register, except that if such petition is based solely on grounds arising after such sixtieth day, then any petition for review under this subsection shall be filed within sixty days after such grounds arise. The filing of a petition for reconsideration by the Administrator of any otherwise final rule or action shall not affect the finality of such rule or action for purposes of judicial review nor extend the time within which a petition for judicial review of such rule or action under this section may be filed, and shall not postpone the effectiveness of such rule or action.

(2) Action of the Administrator with respect to which review could have been obtained under paragraph (1) shall not be subject to judicial review in civil or criminal proceedings for enforcement. Where a final decision by the Administrator defers performance of any nondiscretionary statutory action to a later time, any person may challenge the deferral pursuant to paragraph (1).

40 C.F.R. § 80.1426

§ 80.1426 How are RINs generated and assigned to batches of renewable fuel by renewable fuel producers or importers?

(a) General requirements.—

(1) To the extent permitted under paragraphs (b) and (c) of this section, producers and importers of renewable fuel must generate RINs to represent that fuel if all of the following occur:

(i) The fuel qualifies for a D code pursuant to § 80.1426(f), or the EPA has approved a petition for use of a D code pursuant to § 80.1416.

(ii) The fuel is demonstrated to be produced from renewable biomass pursuant to the reporting requirements of § 80.1451 and the recordkeeping requirements of § 80.1454.

(A) Feedstocks meeting the requirements of renewable biomass through the aggregate compliance provision at § 80.1454(g) are deemed to be renewable biomass.

(B) [Reserved]

(iii) Was produced in compliance with the registration requirements of § 80.1450, the reporting requirements of § 80.1451, the recordkeeping requirements of § 80.1454, and all other applicable requirements of this subpart M.

(iv) The renewable fuel is designated on a product transfer document (PTD) for use

as transportation fuel, heating oil, or jet fuel in accordance with § 80.1453(a)(12).

(2) To generate RINs for imported renewable fuel, including any renewable fuel contained in imported transportation fuel, heating oil, or jet fuel, importers must obtain information from a foreign producer that is registered pursuant to § 80.1450 sufficient to make the appropriate determination regarding the applicable D code and compliance with the renewable biomass definition for each imported batch for which RINs are generated.

(3) A party generating a RIN shall specify the appropriate numerical values for each component of the RIN in accordance with the provisions of § 80.1425(a) and paragraph (f) of this section.

(b) Regional applicability.—

(1) Except as provided in paragraph (c) of this section, a RIN must be generated by a renewable fuel producer or importer for a batch of renewable fuel that satisfies the requirements of paragraph (a)(1) of this section if it is produced or imported for use as transportation fuel, heating oil, or jet fuel in the 48 contiguous states or Hawaii.

(2) If the Administrator approves a petition of Alaska or a United States territory to opt-in to the renewable fuel program under the provisions in § 80.1443, then the requirements of paragraph (b)(1) of this section shall also apply to renewable fuel produced or imported for use as transportation fuel, heating oil, or jet fuel in that state or territory beginning in the next calendar year.

(c) Cases in which RINs are not generated.—

(1) Fuel producers and importers may not generate RINs for fuel that does not satisfy the requirements of paragraph (a)(1) of this section.

(2) Small producer/importer threshold. Pursuant to § 80.1455(a) and (b), renewable fuel producers that produce less than 10,000 gallons a year of renewable fuel, and importers that import less than 10,000 gallons a year of renewable fuel, are not required to generate and assign RINs to batches of renewable fuel that satisfy the

requirements of paragraph (a)(1) of this section that they produce or import.

(3) Temporary new producer threshold. Pursuant to § 80.1455(c) and (d), new renewable fuel producers that produce less than 125,000 gallons of renewable fuel a year are not required to generate and assign RINs to batches of renewable fuel to satisfy the requirements of paragraph (a)(1) of this section.

(i) The provisions of this paragraph (c)(3) apply only to new facilities, for a maximum of three years beginning with the calendar year in which the production facility produces its first gallon of renewable fuel.

(ii) [Reserved]

(4) Importers shall not generate RINs for renewable fuel imported from a foreign renewable fuel producer, or for renewable fuel made with ethanol produced by a foreign ethanol producer, unless the foreign renewable fuel producer or foreign ethanol producer is registered with EPA as required in § 80.1450.

(5) Importers shall not generate RINs for renewable fuel that has already been assigned RINs by a registered foreign producer.

(6) A party is prohibited from generating RINs for a volume of fuel that it produces if the fuel has been produced by a process that uses a renewable fuel as a feedstock, and the renewable fuel that is used as a feedstock was produced by another party, except that RINs may be generated for such fuel if allowed by the EPA in response to a petition submitted pursuant to § 80.1416 and the petition approval specifies a mechanism to prevent double counting of RINs.

(7) For renewable fuel oil that is heating oil as defined in paragraph (2) of the definition of heating oil in § 80.1401, renewable fuel producers and importers shall not generate RINs unless they have received affidavits from the final end user or users of the fuel oil as specified in § 80.1451(b)(1)(ii)(I)(2).

(d)(1) Definition of batch. For the purposes of this section and § 80.1425, a "batch of renewable fuel" is a volume of renewable fuel that has been assigned a unique identifier within a calendar year by the producer or importer of the renewable fuel in accordance with the provisions of this section and § 80.1425.

(i) The number of gallon–RINs generated for a batch of renewable fuel may not exceed 99,999,999.

(ii) A batch of renewable fuel cannot represent renewable fuel produced or imported in excess of one calendar month.

(2) Multiple gallon–RINs generated to represent a given volume of renewable fuel can be represented by a single batch–RIN through the appropriate designation of the RIN volume codes SSSSSSSS and EEEEEEEE.

(i) The value of SSSSSSSS in the batch–RIN shall be 00000001 to represent the first gallon–RIN associated with the volume of renewable fuel.

(ii) The value of EEEEEEEE in the batch–RIN shall represent the last gallon–RIN associated with the volume of renewable fuel, based on the RIN volume V_{RIN} determined pursuant to paragraph (f) of this section.

(iii) Under § 80.1452, RIN volumes will be managed by EMTS. RIN codes SSSSSSSS and EEEEEEEE do not have a role in EMTS.

(e) Assignment of RINs to batches.—

(1) Except as provided in paragraph (g) of this section for delayed RINs, the producer or importer of renewable fuel must assign all RINs generated to volumes of renewable fuel.

(2) A RIN is assigned to a volume of renewable fuel when ownership of the RIN is transferred along with the transfer of ownership of the volume of renewable fuel, pursuant to § 80.1428(a).

(3) All assigned RINs shall have a K code value of 1.

(f) Generation of RINs—

(1) Applicable pathways. D codes shall be used in RINs generated by producers or importers of renewable fuel according to the pathways listed in Table 1 to this section, paragraph (f)(6) of this section, or as approved by the Administrator. In choosing an appropriate D code, producers and importers may disregard any incidental, de minimis feedstock contaminants that are impractical to remove and are related to customary feedstock production and transport. Tables 1 and 2 to this section do not apply to, and impose no requirements with respect to, volumes of fuel for which RINs are generated pursuant to paragraph (f)(6) of this section.

Table 1 to § 80.1426—Applicable D Codes for Each Fuel Pathway for Use in Generating RINs

	Fuel type	Feedstock	Production process requirements	D-Code
A	Ethanol	Corn starch	All of the following: Dry mill process, using natural gas, biomass, or biogas for process energy and at least two advanced technologies from Table 2 to this section.	6
B	Ethanol	Corn starch	All of the following: Dry mill process, using natural gas, biomass, or biogas for process energy and at least one of the advanced technologies from Table 2 to this section plus drying no more than 65%	6

			of the distillers grains with solubles it markets annually	
C	Ethanol	Corn starch	All of the following: Dry mill process, using natural gas, biomass, or biogas for process energy and drying no more than 50% of the distillers grains with solubles it markets annually	6
D	Ethanol	Corn starch	Wet mill process using biomass or biogas for process energy	6
E	Ethanol	Starches from crop residue and annual covercrops	Fermentation using natural gas, biomass, or biogas for process energy	6
F	Biodiesel, renewable diesel, jet fuel and heating oil	Soy bean oil; Oil from annual covercrops; Oil from algae grown photosynthetically; Biogenic waste oils/fats/greases; Non-food grade corn oil; Camelina sativa oil.	One of the following: Trans-Esterification Hydrotreating Excluding processes that co-process renewable biomass and petroleum.	4

G	Biodiesel, heating oil	Canola/Rapeseed oil	Trans-Esterification using natural gas or biomass for process energy	4
H	Biodiesel, renewable diesel, jet fuel and heating oil	Soy bean oil; Oil from annual covercrops; Oil from algae grown photosynthetically; Biogenic waste oils/fats/greases; Non-food grade corn oil; Camelina sativa oil.	One of the following: Trans-Esterification Hydrotreating Includes only processes that co-process renewable biomass and petroleum.	5
I.....	Naphtha, LPG	Camelina sativa oil	Hydrotreating	5
J.....	Ethanol	Sugarcane	Fermentation	5
K	Ethanol	Crop residue, slash, pre-commercial thinnings and tree residue, switchgrass, miscanthus, energy cane, Arundo donax, Pennisetum purpureum, and separated yard waste; biogenic components of separated MSW; cellulosic components of separated food waste; and cellulosic components of	Any process that converts cellulosic biomass to fuel	3

		annual cover crops		
L.....	Cellulosic diesel, jet fuel and heating oil	Crop residue, slash, pre-commercial thinnings and tree residue, switchgrass, miscanthus, energy cane, Arundo donax, Pennisetum purpureum, and separated yard waste; biogenic components of separated MSW; cellulosic components of separated food waste; and cellulosic components of annual cover crops	Any process that converts cellulosic biomass to fuel	7
M....	Renewable gasoline and renewable gasoline blendstock	Crop residue, slash, pre-commercial thinnings, tree residue, and separated yard waste; biogenic components of separated MSW; cellulosic components of separated food waste; and cellulosic components of annual cover crops	Catalytic Pyrolysis and Upgrading, Gasification and Upgrading, Thermo-Catalytic Hydrodeoxygenation and Upgrading, Direct Biological Conversion, Biological Conversion and Upgrading utilizing natural gas, biogas, and/or biomass as the only process energy sources providing that process used	3

			converts cellulosic biomass to fuel; any process utilizing biogas and/or biomass as the only process energy sources which converts cellulosic biomass to fuel	
N	Naphtha	Switchgrass, miscanthus, energy cane, Arundo donax, and Pennisetum purpureum	Gasification and upgrading processes that converts cellulosic biomass to fuel	3
O	Butanol	Corn starch	Fermentation; dry mill using natural gas, biomass, or biogas for process energy.	6
P	Ethanol, renewable diesel, jet fuel, heating oil, and naphtha	The non-cellulosic portions of separated food waste and non-cellulosic components of annual cover crops	Any	
Q	Renewable Compressed Natural Gas, Renewable Liquefied Natural Gas, Renewable Electricity	Biogas from landfills, municipal wastewater treatment facility digesters, agricultural digesters, and separated MSW digesters; and biogas	Any	3

		from the cellulosic components of biomass processed in other waste digesters		
R	Ethanol	Grain Sorghum	Dry mill process using biogas from landfills, waste treatment plants, and/or waste digesters, and/or natural gas, for process energy.	6
S	Ethanol	Grain Sorghum	Dry mill process, using only biogas from landfills, waste treatment plants, and/or waste digesters for process energy and for on-site production of all electricity used at the site other than up to 0.15 kWh of electricity from the grid per gallon of ethanol produced, calculated on a per batch basis.	5
T	Renewable Compressed Natural Gas, Renewable Liquefied Natural Gas, and Renewable Electricity	Biogas from waste digesters	Any	5

* * *

40 C.F.R. § 80.1428

§ 80.1428 General requirements for RIN distribution.

(a) RINs assigned to volumes of renewable fuel.

(1) Assigned RIN, for the purposes of this subpart, means a RIN assigned to a volume of renewable fuel pursuant to § 80.1426(e) with a K code of 1.

(2) Except as provided in § 80.1429, no person can separate a RIN that has been assigned to a batch pursuant to § 80.1426(e).

(3) An assigned RIN cannot be transferred to another person without simultaneously transferring a volume of renewable fuel to that same person.

(4) No more than 2.5 assigned gallon–RINs with a K code of 1 can be transferred to another person with every gallon of renewable fuel transferred to that same person.

(5)(i) On each of the dates listed in paragraph (a)(5)(ii) of this section in any calendar year, the following equation must be satisfied for assigned RINs and volumes of renewable fuel owned by a person:

$\Sigma\ (RIN)_D \leq \Sigma\ (V_{si} * 2.5)_D$

Where:

D = Applicable date.

$\Sigma\ (RIN)_D$ = Sum of all assigned gallon–RINs with a K code of 1 that are owned on

date D.

$(V_{si})_D$ = Volume i of renewable fuel owned on date D, standardized to 60 °F, in gallons.

(ii) The applicable dates are March 31, June 30, September 30, and December 31.

(6) Any transfer of ownership of assigned RINs must be documented on product transfer documents generated pursuant to § 80.1453.

(i) The RIN must be recorded on the product transfer document used to transfer ownership of the volume of renewable fuel to another person; or

(ii) The RIN must be recorded on a separate product transfer document transferred to the same person on the same day as the product transfer document used to transfer ownership of the volume of renewable fuel.

(b) RINs separated from volumes of renewable fuel.

(1) Separated RIN, for the purposes of this subpart, means a RIN with a K code of 2 that has been separated from a volume of renewable fuel pursuant to § 80.1429.

(2) Any person that has registered pursuant to § 80.1450 can own a separated RIN.

(3) Separated RINs can be transferred any number of times.

(c) RIN expiration. Except as provided in § 80.1427(a)(7), a RIN is valid for compliance during the calendar year in which it was generated, or the following calendar year. Any RIN that is not used for compliance purposes for the calendar year in which it was generated, or for the following calendar year, will be considered an expired RIN. Pursuant to § 80.1431(a), an expired RIN will be considered an invalid RIN and cannot be used for compliance purposes.

(d) Any batch–RIN can be divided into multiple batch–RINs, each representing a

smaller number of gallon–RINs, if all of the following conditions are met:

(1) All RIN components other than SSSSSSSS and EEEEEEEE are identical for the original parent and newly formed daughter RINs.

(2) The sum of the gallon–RINs associated with the multiple daughter batch–RINs is equal to the gallon–RINs associated with the parent batch–RIN.

40 C.F.R. § 80.1429

§ 80.1429 Requirements for separating RINs from volumes of renewable fuel.

(a)(1) Separation of a RIN from a volume of renewable fuel means termination of the assignment of the RIN to a volume of renewable fuel.

(2) RINs that have been separated from volumes of renewable fuel become separated RINs subject to the provisions of § 80.1428(b).

(b) A RIN that is assigned to a volume of renewable fuel can be separated from that volume only under one of the following conditions:

(1) Except as provided in paragraphs (b)(7) and (b)(9) of this section, a party that is an obligated party according to § 80.1406 must separate any RINs that have been assigned to a volume of renewable fuel if that party owns that volume.

(2) Except as provided in paragraph (b)(6) of this section, any party that owns a volume of renewable fuel must separate any RINs that have been assigned to that volume once the volume is blended with gasoline or fossil-based diesel to produce a transportation fuel, heating oil, or jet fuel. A party may separate up to 2.5 RINs per gallon of blended renewable fuel.

(3) Any party that exports a volume of renewable fuel must separate any RINs that have been assigned to the exported volume. A party may separate up to 2.5 RINs per gallon of exported renewable fuel.

(4) Any party that produces, imports, owns, sells, or uses a volume of neat renewable fuel, or a blend of renewable fuel and diesel fuel, must separate any RINs that have been assigned to that volume of neat renewable fuel or that blend if:

(i) The party designates the neat renewable fuel or blend as transportation fuel, heating oil, or jet fuel; and

(ii) The neat renewable fuel or blend is used without further blending, in the designated form, as transportation fuel, heating oil, or jet fuel.

(5) Any party that produces, imports, owns, sells, or uses a volume of electricity or biogas for which RINs have been generated in accordance with § 80.1426(f) must separate any RINs that have been assigned to that volume of renewable electricity or biogas if:

(i) The party designates the electricity or biogas as transportation fuel; and

(ii) The electricity or biogas is used as transportation fuel.

(6) RINs assigned to a volume of biodiesel (mono-alkyl ester) can only be separated from that volume pursuant to paragraph (b)(2) of this section if such biodiesel is blended into diesel fuel at a concentration of 80 volume percent biodiesel (mono-alkyl ester) or less.

(i) This paragraph (b)(6) shall not apply to biodiesel owned by obligated parties or to exported volumes of biodiesel.

(ii) This paragraph (b)(6) shall not apply to parties meeting the requirements of paragraph (b)(4) of this section.

(7) For RINs that an obligated party generates for renewable fuel that has not been blended into gasoline or diesel to produce a transportation fuel, heating oil, or jet fuel, the obligated party can only separate such RINs from volumes of renewable

fuel if the number of gallon–RINs separated in a calendar year are less than or equal to a limit set as follows:

(i) For RINs with a D code of 3, the limit shall be equal to RVO_{CB}.

(ii) For RINs with a D code of 4, the limit shall be equal to RVO_{BBD}.

(iii) For RINs with a D code of 7, the limit shall be equal to the larger of RVO_{BBD} or RVO_{CB}.

(iv) For RINs with a D code of 5, the limit shall be equal to RVO_{AB}-RVO_{CB}-RVO_{BBD}.

(v) For RINs with a D code of 6, the limit shall be equal to RVO_{RF}-RVO_{AB}.

(8) Small refiners and small refineries may only separate RINs that have been assigned to volumes of renewable fuel that the party blends into gasoline or diesel to produce transportation fuel, heating oil, or jet fuel, or that the party used as transportation fuel, heating oil, or jet fuel. This paragraph (b)(8) shall apply only under the following conditions:

(i) During the calendar year in which the party has received a small refinery exemption under § 80.1441 or a small refiner exemption under § 80.1442; and

(ii) The party is not otherwise an obligated party during the period of time that the small refinery or small refiner exemption is in effect.

(9) Except as provided in paragraphs (b)(2) through (b)(5) and (b)(8) of this section, parties whose non-export renewable volume obligations are solely related to either the importation of products listed in § 80.1407(c) or § 80.1407(e) or to the addition of blendstocks into a volume of finished gasoline, finished diesel fuel, RBOB, or CBOB, can only separate RINs from volumes of renewable fuel if the number of gallon–RINs separated in a calendar year is less than or equal to a limit set as follows:

(i) For RINs with a D code of 3, the limit shall be equal to RVO_{CB}.

(ii) For RINs with a D code of 4, the limit shall be equal to RVO_{BBD}.

(iii) For RINs with a D code of 7, the limit shall be equal to the larger of RVO_{BBD} or RVO_{CB}.

(iv) For RINs with a D code of 5, the limit shall be equal to RVO_{AB}-RVO_{CB}-RVO_{BBD}.

(v) For RINs with a D code of 6, the limit shall be equal to RVO_{RF}-RVO_{AB}.

(10) Any party that produces a volume of renewable fuel may separate any RINs that have been generated to represent that volume of renewable fuel or that blend if that party retires the separated RINs to replace invalid RINs according to § 80.1474.

(c) The party responsible for separating a RIN from a volume of renewable fuel shall change the K code in the RIN from a value of 1 to a value of 2 prior to transferring the RIN to any other party.

(d) Upon and after separation of a RIN from its associated volume of renewable fuel, the separated RIN must be accompanied by a PTD pursuant to § 80.1453 when transferred to another party.

(e) Upon and after separation of a RIN from its associated volume of renewable fuel, product transfer documents used to transfer ownership of the volume must meet the requirements of § 80.1453.

(f) [Reserved by 79 FR 42115]

(g) Any 2009 or 2010 RINs retired pursuant to § 80.1129 because renewable fuel was used in a nonroad vehicle or nonroad engine (except for ocean-going vessels), or as heating oil or jet fuel may be reinstated by the retiring party for sale or use to demonstrate compliance with a 2010 RVO.

API: CONSUMER DEMAND FOR ETHANOL-FREE GASOLINE IS STRONG AND RISING

Carlton Carroll | 202.682.8114 | carrollc@api.org (mailto:carrollc@api.org)

WASHINGTON, May 20, 2015 – Demand for ethanol-free gasoline (E0) is on the rise, growing from 3.4 percent of gasoline demand in 2012 to just shy of 7 percent in 2014, according to a **chart (http://www.api.org/~/media/files/policy/fuels-and-renewables/e0-chart/e0-estimation-chart.pdf)** compiled by API using data from the Energy Information Administration.

"Demand for E0 is strong and growing, and EPA must take this into account as it prepares to release biofuel mandates for 2014, 2015, and 2016," API Downstream Group Director Bob Greco **told reporters in a joint conference call Wednesday (http://www.api.org/news-and-media/testimony-speeches/2015/bob-greco-press-conference-call-on-the-rfs)** with the National Marine Manufacturers Association (NMMA). "Consumers want E0 for their boats, for lawn equipment, for recreational vehicles and for classic cars."

Strong demand for E0 stands in stark contrast to demand for high ethanol blends like E85, which represents only 0.15 percent of overall gasoline demand, according to Greco. He said that demand for E85 in recent years has been relatively flat, despite more stations offering E85 as an option.

"We remain concerned that EPA may raise ethanol requirements based on the specious reasoning that E85 – a mixture of up to 85 percent ethanol with 15 percent gasoline – is a workable solution," Greco said. "EPA should not try to mandate a market for fuels like E85 for which there is no demand while trying to eliminate fuels like E0 for which actual consumers have shown a substantial demand. . . Consumers' interest should come ahead of the ethanol interests."

"Many boaters rely on E0 to power their vessels," said Nicole Vasilaros, vice president of federal and legal affairs for NMMA. "E0 is not guaranteed to remain available as a result of the RFS and the influx of higher ethanol blends. An inability to find E0 or a simple misfueling mistake could cause boaters to see engine stalling, corrosion leading to oil or fuel leaks, increased emissions and damaged valves, rubber fuel lines and gaskets."

API is the only national trade association representing all facets of the oil and natural gas industry, which supports 9.8 million U.S. jobs and 8 percent of the U.S. economy. API's more than 625 members include large integrated companies, as well as exploration and production, refining, marketing, pipeline, and marine businesses, and service and supply firms. They provide most of the nation's energy and are backed by a growing grassroots movement of more than 25 million Americans.

ORAL ARGUMENT NOT YET SCHEDULED
No. 16-1005 (and consolidated cases)

United States Court of Appeals
For the District of Columbia Circuit

AMERICANS FOR CLEAN ENERGY, *et al.*,
Petitioners,

v.

ENVIRONMENTAL PROTECTION AGENCY &
REGINA A. MCCARTHY, ADMINISTRATOR
Respondents,

E.I. DU PONT DE NEMOURS & CO., *et al.*,
Intervenors.

ON PETITIONS FOR REVIEW OF FINAL AGENCY ACTION OF THE UNITED STATES ENVIRONMENTAL PROTECTION AGENCY, 80 FED. REG. 77,420 (DEC. 14, 2015)

BRIEF OF AMICUS CURIAE SMALL RETAILERS COALITION IN SUPPORT OF OBLIGATED PARTY PETITIONERS

Suzanne Murray (D.C. Bar No. TX0131)
Jeremy Kernodle (D.C. Bar No. 479414)
Phong Tran (not admitted)
HAYNES AND BOONE, LLP
2323 Victory Ave. Suite 700
Dallas, Texas 75219
Phone: (214) 651-5000
Suzanne.Murray@haynesboone.com
Jeremy.Kernodle@haynesbooone.com
Phong.Tran@haynesboone.com

Alec Zacaroli (D.C. Bar No. 469853)
HAYNES AND BOONE, LLP
800 17th Street, NW, Suite 500
Washington, D.C. 20006
Phone: (202) 654-4500
Alec.Zacaroli@haynesboone.com

Counsel for Amicus Curiae Small Retailers Coalition

Dated: September 15, 2016

CORPORATE DISCLOSURE STATEMENT

Pursuant to D.C. Circuit Rule 26.1, Amicus Curiae, the Small Retailers Coalition ("SRC"), discloses the following: SRC is a national trade association with more than 30 members from across the United States. SRC represents the interests of thousands of small, independent petroleum retailers and convenience stores and is dedicated to combating an issue that threatens the future viability of such businesses—the uneven playing field created by the Renewable Fuel Standard. SRC is in the process of becoming a Texas non-profit entity and intends to operate as a tax-exempt organization under the provisions of section 501(c)(6) of the Internal Revenue Code. SRC has no parent corporation, and no publicly-held company owns 10 percent or more of its stock.

September 15, 2016

/s/ Alec Zacaroli
Alec Zacaroli

Counsel for Amicus Curiae
Small Retailers Coalition

CERTIFICATE OF PARTIES, RULINGS UNDER REVIEW, AND RELATED CASES

Pursuant to D.C. Circuit Rule 28(a)(1), counsel for SRC certifies the following:

(A) Parties and Amici

Except for the SRC, all parties, intervenors, and amici appearing in this Court are, to the best of my knowledge, listed in the Obligated Party Petitioners' Opening Brief Regarding EPA's Refusal to Consider the Appropriate Placement of the Compliance Obligation in the Final Rule, which was filed on September 8, 2016 (Doc. No.1634780).

(B) Ruling under Review

The final agency action under review is found at 80 Fed. Reg. 77,420 (Dec. 14, 2015), and is entitled "Renewable Fuel Standard Program: Standards for 2014, 2015, and 2016, and Biomass-Based Diesel Volume for 2017."

(C) Related Cases

This case was not previously before this Court or any other court. It has been consolidated with Case Nos. 16-1044, 16-1047, 16-1049, 16-1050, 16-1053, 16-1054, 16-1056. Per the Court's order of May 5, 2016, Case No. 16-1052 (*Alon Refining Krotz Springs, Inc. v. EPA*) was deconsolidated.

September 15, 2016

/s/ Alec Zacaroli

Alec Zacaroli

Counsel for Amicus Curiae
Small Retailers Coalition

STATEMENT REGARDING CONSENT TO FILE AND SEPARATE BRIEFING

Pursuant to Fed. R. App. P. 29(a), SRC certifies that it has filed a Motion for Leave to Participate as Amicus Curiae concurrently with this brief. SRC further certifies that it has consulted with the parties. Petitioners American Fuel & Petrochemical Manufacturers, Monroe Energy, LLC, and Valero Energy Corp. and Respondent United States Environmental Protection Agency have consented to SRC's participation. One Petitioner, American Petroleum Institute, has stated that it opposes SRC's participation. Petitioners Americans for Clean Energy and National Biodiesel Board did not object, but reserved their rights to oppose after seeing SRC's motion. No other counsel for any parties or movant-intervenors in the case responded to notice sent to designated or liaison counsel, as applicable, asking whether they consented, objected, or took no position on SRC's proposed participation.

Pursuant to Fed. R. App. P. 29(c)(5), SRC states that no party or party's counsel authored this brief in whole or in part, and that no other person besides amicus curiae contributed money that was intended to fund preparing or submitting the brief.

Pursuant to D.C. Cir. R. 29(d), SRC states that a separate brief is necessary for the following reasons: SRC is a not-for-profit national trade association whose mission is to promote the interests of small retailers in the retail fuel business.

SRC members are thus uniquely positioned to provide the Court with a different perspective from any other party or amicus. Although SRC is aware that a group of businesses and trade associations are seeking to file a joint amici curiae brief in opposition to the respondents in this case, this proposed amici curiae brief is expected to addresses an unrelated issue (i.e., higher biofuels volume standards) than what is addressed in SRC's amicus brief. Accordingly, SRC anticipates that the focus of this brief is not likely to be duplicated by any other party or amicus and that a separate brief is necessary.

Respectfully submitted,

September 15, 2016

/s/ Alec Zacaroli

Alec Zacaroli

Counsel for Amicus Curiae
Small Retailers Coalition

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GLOSSARY OF ACRONYNS AND ABBREVIATIONS

Acronym / Abbreviation	Definition
SRC	Small Retailers Coalition
EPA	United States Environmental Protection Agency
RFS	Renewable Fuel Standard
RIN	Renewable Identification Number
OPP Brief	Obligated Party Petitioner's Opening Brief Regarding EPA's Refusal to Consider the Appropriate Placement of the Compliance Obligation in the Final Rule
E85	High-level ethanol fuel blend containing 51% to 83% ethanol

IDENTITY AND INTEREST OF AMICUS CURIAE

Amicus curiae, the Small Retailers Coalition ("SRC"), respectfully submits this brief in support of the Obligated Party Petitioners.[1]

SRC represents more than 30 independent, small businesses engaged in the retail sale of gasoline to the public. SRC was formed to raise awareness of a significant threat to the viability of its members: the current structure of the Renewable Fuel Standard ("RFS") Program, which provides larger fuel retailers with a significant competitive advantage by allowing them to capture the Renewable Identification Number ("RIN") value of fuel without incurring the obligation under the RFS Program to supply renewable fuels. This is a threat that, even now, only a handful of small retailers have come to fully appreciate. SRC is continuing to grow its membership as more retailers become aware of the issue.[2] In the interim, as small retailers are becoming more aware of the uneven playing

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[1] The Obligated Party Petitioners are American Fuel & Petrochemical Manufacturers; Alon Refining Krotz Springs, Inc.; American Refining Group, Inc.; Calumet Specialty Products Partners, L.P.; Ergon-West Virginia, Inc.; Hunt Refining Company; Lion Oil Company; Placid Refining Company; U.S. Oil & Refining Co.; Wyoming Refining Company; Monroe Energy, LLC; and Valero Energy Corp.

[2] Because SRC was recently formed, SRC was not able to submit formal comments to the rule at issue here. SRC, however, did submit comments to the Docket for the Proposed Renewable Fuel Standards for 2017, and the Biomass-Based Volume for 2018. *See, e.g.*, Bill Douglass, Chairman, Douglass Distributing, Comment Letter on Proposed 2017 RFS (July 28, 2016) (Docket No. EPA-HQ-OAR-2016-0004-3574-A2).

field in which they are forced to compete, many have filed comments with EPA. These comments raise concerns that small retailers are being driven out of the market by their larger, more integrated competitors who can sell RINs to supplement their income.[3]

Although small gasoline retailers are not regulated under the RFS Program, SRC's members are an integral part of the fuel distribution system necessary for the success of the Program, and are currently directly and adversely impacted by it. SRC's members, along with all small retailers, are essential to the system because in the aggregate they comprise approximately 65 percent of the nation's retail gas business. Small retailers thus serve millions of customers with gasoline and renewable fuels, thereby helping supply renewable fuels to a vast market across the country and maintaining the competition necessary to ensure the efficient, even distribution of gasoline and diesel.

Currently, however, small retailers are adversely impacted by the RFS Program because of the requirement that places the point of obligation for

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[3] *See, e.g.*, Bruce W. Heine, Magellan Midstream Partners, Comment on Proposed 2017 RFS (July 11, 2016) (Docket No. EPA-HQ-OAR-2016-0004-2695); Joe Jobe, Rock House Advisors, Comment on Proposed 2017 RFS (July 10, 2016) (Docket No. EPA-HQ-OAR-2016-0004-1717); E. Harvey Steinhagen III, PetroTex Fuels, Inc., Comment on Proposed 2017 RFS (July 15, 2016) (Docket No. EPA-HQ-OAR-2016-0004-3546); Michael C. Kelly, Gordon Petroleum, Comment on Proposed 2017 RFS (Aug. 1, 2016) (Docket No. EPA-HQ-OAR-2016-0004-3557); Shujat Swati, Swati Enterprises, Inc., Comment on Proposed 2017 RFS Rule (July 29, 2016) (Docket No. EPA-HQ-OAR-2016-0004-3573).

compliance with renewable fuel mandates on fuel importers and refiners, rather than blenders. This requirement means that large fuel retailers with the capability of blending gasoline or diesel with a renewable fuel at the rack can capture the RIN from the renewable fuel source.[4] Because these large retailers are not obligated parties under the RFS, they are then free to sell the RIN and pocket the revenue. Small retailers, in contrast, are unable to blend fuel because they lack the necessary infrastructure, and are forced to buy the finished product directly from blenders.[5] The result is that large retailers are making a windfall from the sale of RINs, are artificially lowering the price of gasoline to undercut small retailers, and are well on their way to running small retailers out of business altogether.[6]

Accordingly, SRC submits this amicus brief in support of the request to grant the Petition for Review and remand for EPA's consideration of the point-of-

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[4] The "rack" (also called terminal or terminal rack) is the point at which fuel is prepared and distributed into the commercial market. It is where fuels are blended to meet the RFS and other requirements, and are then distributed into commerce.

[5] Although refiners could blend fuel at the time of refining and sell the same blended gasoline to both large and small retailers, pipelines will not allow ethanol-blended products in the pipeline for various reasons.

[6] *See RINs Debate Touches Off Concern on Wall* Street, TEXAS FUEL & FOOD ASSOC. (Aug. 10, 2016), https://txfoodandfuel.org/2016/08/10/rins-debate-touches-off-concern-on-wall-street/ ("Goldman Sachs and Credit Suisse 'are advising investors to avoid companies with high RIN exposure and to buy shares in large retail and distribution chains.'"); James Osborne, *Ethanol Credit Spike Divides Gas Stations*, FUELFIX (Aug. 24, 2016) ("Between 1994 and 2015 the number of filling stations fell from more than 200,000 to about 150,000.").

obligation definition under the current program. Only SRC is in a position to adequately represent to the Court the nature and extent of this impact on its members, as well as on all small fuel retailers.

ARGUMENT

EPA refused to address the point-of-obligation definition in the RFS regulations through the promulgation of the Renewable Fuel Standard Program: Standards for 2014, 2015, and 2016, and Biomass-Based Diesel Volume for 2017. This refusal will have a devastating impact on the nation's small gasoline retailers and will further undermine the long-term viability of the RFS Program.[7]

I. The current structure of the point of obligation in the RFS Program is raising the cost of renewable fuel and driving small retailers out of business.

As noted in the brief filed by the Obligated Party Petitioners, EPA has already conceded that the RIN market is not operating as intended, and is driving up prices of renewable fuels for both obligated parties and consumers. OPP Br. at 9-10; *see also* OPP Br. at 12-13. Indeed, as the Obligated Party Petitioners have

[7] SRC supports the positions set forth in the Obligated Party Petitioner's Opening Brief Regarding EPA's Refusal to Consider the Appropriate Placement of the Compliance Obligation in the Final Rule ("OPP Brief"). In particular, SRC supports, for all of the reasons set forth in the OPP Brief, the Obligated Party Petitioner's position that EPA was obligated to address the point-of-obligation definition contained in the RFS regulations through this rulemaking. SRC will not repeat those arguments here, but rather wishes to explain why this obligation on the part of the agency was particularly important for small retailers, and why the impact on small retailers further undermines the long term viability of the RFS Program.

told EPA and this Court, "the regulatory definition of 'obligated party' is a root cause of the RIN system's inefficiency, because it allows unobligated blenders to profit from RINs rather that passing their value through to retail customers in the form of subsidized E85 prices." OPP Br. at 31. That structure is particularly devastating to the nation's small gasoline retailers because it provides large fuel retailers with the ability to artificially undercut the market price of gas at the pump, capture additional market share, and ultimately drive small retailers out of business altogether.

Under the current system, the point of obligation for compliance with renewable fuel mandates is placed on fuel importers and refiners, rather than blenders. 40 C.F.R. § 80.1406(a)(1). This means that anyone with the capability of blending gasoline or diesel with a renewable fuel at the rack can capture the RIN from the renewable fuel source, and then sell the RIN in the market because they are not obligated parties under the RFS Program.[8] Large fuel retailers across the country are taking advantage of this structure. Those with the capability to blend fuel are buying gasoline from merchant refiners (this fuel comes with no obligation), buying ethanol (which comes with a RIN), blending the two, and

[8] Harry Simpson, President, Crimson Renewable Energy, Comment on Proposed 2016 RFS Rule at 3-6 (July 25, 2015) (Docket No. EPA-HQ-OAR-2015-0111-1823-A1).

capturing the RIN.[9] The retailers then sell the RIN in the market or back to the refiner, which needs the RIN to meet its obligation.[10]

This is not a hypothetical—it is occurring in the market today—and large retailers are increasingly formulating business plans around selling the RIN in lieu of selling gasoline. For example, in a recent earnings call, executives from Couche-Tard[11] were highlighting positive earnings by explaining how large retailers have access to RINs that give them a market advantage.[12] The Chief Financial Officer started by saying:

> We think our scale and procurement allows us to buy product as well as anyone, we think our—we got generally broader access to RINs in the U.S. than most of our competition. So as RINs increase in value we think that widens our competitive advantage and then finally we focus on the Categories. So we think we were widening what we believe it's a key competitive and sustainable advantage in the fuel space.

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[9] Chris Prentice, *EPA Should Change Biofuels Program to Help Small Fuel Retailers: Letter*, REUTERS (Aug. 1, 2016, 2:30 PM), http://www.reuters.com/article/us-usa-biofuels-retailers-idUSKCN10C2ZX.

[10] *See* George Damiris, President & CEO, HollyFrontier Corp. Earnings Call Transcript (May 4, 2016), http://seekingalpha.com/article/3971326-hollyfrontier-hfc-george-j-damiris-q1-2016-results-earnings-call-transcript.

[11] Couche-Tard is more commonly known as Circle-K.

[12] *See* Brian Hannash, CEO, Alimentation Couche-Tard Inc. Q1 2017 Earnings Conference Call (Aug. 30, 2016), http://seekingalpha.com/article/4003201-alimentation-couche-tards-ancuf-ceo-brian-hannasch-q1-2017-results-earnings-call-transcript.

Thereafter, the President and CEO stated, "as RIN values increase, we think the advantages we have of having access to those RINs widens our supply advantage vis-ã-vis competition, so in general we do like having a higher value RIN."[13]

All of this is devastating the nation's small gasoline retailers, who do not have the ability to blend fuel and separate RINs for subsequent sale.[14] Not only are large retailers able to enjoy an additional revenue stream not available to small retailers, but large retailers are now consistently underpricing gasoline at the pump in order to drive small retailers out of business.[15] RINs are currently trading at approximately 88 cents per gallon (8.8cpg on a blended gallon), enabling large retailers to cut the price of gasoline at the pump by 8 to 15 cents per gallon and still earn a profit.[16] This has a huge impact on small retailers, as consumers will "price

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[13] *Id.*

[14] *See* Samantha Oller, *Refiners, Small Retailers Fight RIN System*, CSP DAILY NEWS (Aug. 18, 2016), http://www.cspdailynews.com/fuels-news-prices-analysis/fuels-analysis/articles/refiners-small-retailers-fight-rin-system.

[15] *See* Douglass, *supra* note 2.

[16] A recent SEC filing from a large retailer, Casey's General Store, reports:

> The fuel margin was up about $0.02 per gallon from the first quarter last year, due to a decline in the wholesale cost of fuel and a favorable environment for renewal energy credits resulting in a fuel margin of $0.195 per gallon for the quarter. During this time, we sold approximately 17.9 million RINs at an average price of $0.82. This represented about $0.027 per-gallon benefit to the fuel margin.

See CASEY'S GENERAL STORES, INC., FORM 8-K (Sep. 7, 2016), *available at* http://secfilings.nasdaq.com/filingFrameset.asp?FilingID=11583075.

shop while they drive," meaning that as many as 64 percent of consumers will "take a left turn across a busy street" or "drive 5 miles out of their way" to save $0.05 a gallon on gas.[17]

If large retailers that profit from the RIN are allowed to undercut small retailers by 5 to 14 cents a gallon and still earn a profit, small retailers will be completely shut out of the market, and consumers will be left with only the large retailers to provide gasoline. This reduces choice and fair price competition for the consumer, and results in fewer retail outlets to supply fuel to the market.[18] It also undermines the RFS Program. The goal of the program is to incentivize investment in infrastructure that can provide consumers with gasoline that contains higher ethanol blends like E85. As long as large retailers can profit from the sale of RINs, they have no incentive to invest in any additional infrastructure to deliver higher ethanol blends. EPA recognizes that "the RIN is currently an inefficient mechanism for reducing the price for higher level ethanol blends at retail, and therefore unlikely to be able to significantly impact the supply of ethanol in the United States in 2016." 80 Fed. Reg. at 77,457.

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[17] *Even at $2, The Gas Price Still Dominates Purchasing Decisions*, NACS ONLINE (Mar. 7, 2016), http://www.nacsonline.com/YourBusiness/FuelsCenter/Basics/Articles/Pages/Even-at-2-The-Gas-Price-Still-Dominates-Purchasing-Decisions.aspx.

[18] Once competition is eliminated, however, there is no incentive (or price competition) to keep prices low.

A recent study by Dr. Bernard L. Weinstein, Associate Director, Southern Methodist University Maguire Energy Institute, supports these conclusions:

> The bias against small retailers has serious implications for their long-term survival because the current regulatory regime governing RINs trading allows large fuel marketers and large retailers to gain revenues and a competitive advantage over small retailers. Reports indicate that large retailers are using the RIN profit stream for retail expansion and acquiring a larger share of a limited market. Small retailers are losing both sales volume and stores to large retailers. In other words, small retailers aren't just less profitable but they are going out of business due to their growing inability to compete with large retailers. As a result, the demise of small "mom-and-pop" fueling stations has accelerated, with more than 12,000 closing since 2007.[19]

EPA's refusal to consider the effect of the point of obligation requirement on small retailers thus provides an additional reason to grant the petition for review.

II. The current point-of-obligation requirement is a market constraint contributing to the inadequate supply of renewable fuels that EPA purports to correct in this Final Rule.

In the Final Rule under review, EPA recognizes that Congress imposed a time-critical obligation on the agency to increase the volumes of renewable fuels into the marketplace so that they can be used in the transportation sector. EPA purports to take this obligation seriously in the rulemaking, stating that it is obligated to "consider the full range of constraints, including legal, fuel

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[19] Dr. Bernard L. Weinstein, *Renewable Identification Numbers (RINS) Trading Under the Renewable Fuels Program: Unintended Consequences for Small Retailers*, SMU MAGUIRE ENERGY INST. (Aug. 2016), http://www.smu.edu/Cox/CentersAndInstitutes/MaguireEnergyInstitute/PapersPubs.

infrastructure and other constraints, that could result in an inadequate supply of renewable fuels to consumers." 80 Fed. Reg. at 77,438. EPA further emphasizes that, "[u]nder this interpretation, we would not limit ourselves to consideration of the capacity to produce or import renewable fuels but would also consider practical and legal constraints affecting the volume of qualifying renewable fuel supplied to the ultimate consumer." *Id.* Yet, EPA's placement of the current point of obligation is a practical and legal constraint that affects the volume of renewable fuels to the consumer.

The system provides an incentive to large retailers to sell RINs, rather than develop the fuel infrastructure necessary to implement the RFS. In fact, the system as designed actually encourages large retailers to maximize revenue by driving up the price of RINs.[20] RIN prices increase when the RINs are in short supply, so large retailers have an incentive to limit biofuel blending and keep E85 out of the market to maintain high RIN prices. In addition, when RIN prices are high, the large retailers have more room to manipulate the price of gas per gallon by subsidizing their business with RIN revenue.[21] This is the exact opposite of the

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[20] *See* Damiris, *supra* note 10; Hannash, *supra* note 12; *see* CASEY'S STORE 8-K, *supra* note 16.

[21] According to a Goldman Sach's earning call, this rule will result in "substantial tightening in the RIN markets" and that "inventories of the credits to fall from early 2016 inventories that represent 1.87 billion gallons (7.1 billion liters) of biofuels, down by 484 million gallons this year and another 600 million

system EPA should be working to grow. As EPA has recognized, one of its statutory obligations is to distribute the point of obligations more effectively to ensure the success of the RFS Program. In its Final Rule, the agency stated:

> EPA agrees that its approach to interpreting the term 'inadequate domestic supply' should be consistent with the objective of the statute to grow renewable fuel use *over time by placing appropriate pressure on all stakeholders to act within their spheres of influence* to increase biofuel production and use of renewable fuels.

80 Fed. Reg. at 77,439 (emphasis added); OPP Br. at 32.

But rather than placing appropriate pressure on all stakeholders (most notably, large retailers), EPA has created what one leading investor called a "rigged system" enabling large retailers to game the system, profiting from RINs and pushing small retailers out of the market.[22] This will inevitably result in an inadequate domestic supply of renewable fuel to the ultimate consumer—the very issue that EPA was required—but refused—to address.

CONCLUSION

EPA is required by law to consider the practical and legal constraints affecting the availability of renewable fuel to the consumer. The current point of obligation is such a constraint because it enables large gasoline retailers to profit

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next year." *Prices of U.S. Biofuels Credits Jump on Supply Worries*, REUTERS (Sept. 15, 2016), http://af.reuters.com/article/idAFL1N19L0RJ.

[22] *Icahn Urges EPA to Change Renewable Fuel Credit Market*, CNBC (Aug. 16, 2016, 6:56 AM), http://www.cnbc.com/2016/08/16/icahn-urges-epa-to-change-renewable-fuel-credit-market.html.

from RINs and push small retailers out of the market. Yet, EPA refused even to address this issue.

Accordingly, SRC respectfully requests that the Court grant the Petition and direct EPA to consider the point of obligation requirement and whether to amend the point of obligation to the point of blending. This will eliminate the uneven playing field that allows large retailers to profit from RINs and create a market where all retailers are incentivized to accommodate the larger volumes of renewables contemplated by the RFS.

Respectfully submitted,

September 15, 2016

/s/ Alec Zacaroli

Alec Zacaroli (D.C. Bar No. 469853)
HAYNES AND BOONE, LLP
800 17th Street, NW, Suite 500
Washington, D.C. 20006
Phone: (202) 654-4500
Alec.Zacaroli@haynesboone.com

Counsel for Amicus Curiae Small Retailers Coalition

CERTIFICATE OF COMPLIANCE

In accordance with Rule 32(a)(7)(C) of the Federal Rules of Appellate Procedure, I hereby certify as follows:

1. This brief complies with the type-volume limitations of Fed. R. App. P 29(d) because it contains 2,976 words, excluding the parts of the brief exempted by Fed. R. App. P. 32(a)(7)(B)(iii).
2. This brief complies with the typeface requirements of Fed. R. App. P. 32(a)(5) and the type style requirements of Fed. R. App. P. 32(a)(6) because it has been prepared in proportionally spaced typeface using Microsoft Word in Times New Roman 14-point font.

September 15, 2016

/s/ Alec Zacaroli

Alec Zacaroli

Counsel for Amicus Curiae
Small Retailers Coalition

CERTIFICATE OF SERVICE

I hereby certify that on September 15, 2016, the foregoing Brief of Amicus Curiae Small Retailers Coalition in Support of Obligated Party Petitioners was served upon all counsel of record electronically through the Court's CM/ECF system.

September 15, 2016

/s/ Alec Zacaroli
Alec Zacaroli

Counsel for Amicus Curiae Small Retailers Coalition

Convenience Store News
Published on *Convenience Store News* (http://www.csnews.com)

Texas Continues to Lead U.S. C-store Count

Industry finds fewer single-store owners are selling fuel.

February 3, 2017, 01:43 pm

ALEXANDRIA, Va. — The U.S. convenience store count has hit a record number, with Texas leading the way with more than one in 10 locations.

According to the 2017 NACS/Nielsen Convenience Industry Store Count, there were 154,535 c-stores as of Dec. 31, a 0.2-percent increase from the year prior. That equals 340 additional stores.

The industry store count has increased by 63 percent over the last three decades. At year-end 1986, the c-store count was 95,000 stores; at year-end 1996 the store count was 104,600 stores and at year-end 2006 the store count was 145,119 stores.

Over that time frame, there have only been five times when the store count did not set a record; the latest being year-end 2008 and 2009 during the Great Recession, NACS, the Association for Convenience & Fuel Retailing said.

> "Nielsen data shows that the U.S. convenience store channel continues to be an industry of opportunity," said Rob Hill, executive vice president of retail services at Nielsen. "The current consumer climate has created favorable conditions for c-store sales growth, contributing to a positive, long-term outlook."

"Nielsen understands the importance of the convenience channel and is committed to accurately track convenience store growth for our partners and clients, both chains and independent stores," Hill added.

Compared to the other retail channels Nielsen tracks, convenience stores account for more than one third (34.1 percent) of all outlets in the United States. In addition, the convenience store count alone is 25 percent higher than the combined store counts of superettes, supermarket and supercenters (51,191 stores), drug stores (43,636 stores) and dollar stores (28,832 stores).

Overall, 80.1 percent of convenience stores (123,807) sell motor fuels, a decrease of 0.6 percent (or 567 stores) from 2016, with the single-store motor fuel segment dropping by 604 stores.

"This decline could be something to watch. It's likely that some stores have stopped selling gas for reasons such as the cost of PCI compliance, competition from [quick-service restaurants], as well as industry consolidation," said Bob Swanson, director of research and statistics for NACS.

The convenience retailing industry continues to be dominated by single-store operators, which account for 63.1 percent of all locations (97,504 stores total) and 42.6 percent of store growth last year.

A small operator himself, NACS 2016-17 Chairman Rahim Budhwani, CEO of Hoover, Ala.-based 6040 LLC, stated, "Our continued annual growth in store count shows that our industry's core offer of convenience strongly resonates with time-starved customers, while our channel continues to innovate with new formats and offers to stay relevant and vibrant."

Among the states, Texas continues to lead in store count with 15,671 stores. The rest of the top 10 states for convenience stores are: California (11,774), Florida (9,930), New York (8,570), Georgia (6,761), North Carolina (6,306), Ohio (5,635), Michigan (4,833), Pennsylvania (4,787), and Illinois (4,737).

As overall growth in the channel was fairly small during 2016, 23 states experienced declines in total store count from the prior year. The bottom three states in terms of store count are: Alaska (217 stores), Delaware (348), and Wyoming (354).

Alexandria-based NACS has 2,100 retailer and 1,750 supplier members from more than 50 countries.

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TRUCK STOPS: REVIEWS, TRIVIA AND FEATURES OF THE NORTH AMERICAN CHAINS

AUGUST 8, 2016 BY CATMAC22* LEAVE A COMMENT

Truck stops are a truck driver's home away from home. They provide conveniences for truckers when 'on the road'.

It's not possible to just whip a truck and trailer into just any restaurant or grocery store you should see along the way.

Big trucks need lots and lots of room to maneuver safely and park and that usually requires the space that a well appointed stop provides. And that's where the truck stops come in.

Ask any trucker and they'll tell you there can never be too many truck stops. In certain areas of the U.S. and especially in Canada, there's a serious shortage of them. Centers often tend to be too small to service large numbers of drivers and their rigs.

BITS AND PIECES OF TRIVIA

- **Major chains** include TA, Pilot, Petro, Flying J, Bosselman's and Loves Truck Stop. There's also plenty of independents, too.
- Pilot bought out 'Flying J'.
- T.A. and Petro are partnered.
- The list of independent truck stops seems to dwindle year after year. It's **rough for them** because they can't offer the great benefits and perks as the major chains, such as fuel discounts, point system cards, discounted deals on tires, truck parts etc.
  With a points card, you could fuel up in Wyoming in the morning, get points or a coupon for a free shower when you stop in the evening in Nebraska....something the small independents just aren't able to offer.
- Many stops have **chain restaurants** which are take-out, such as Taco Bell, Arby's McDonald's, Wendy's or Subway. These restaurants are **privately owned and operated**, as the costs of running their own restaurant in some locations, can be prohibitive.

MUST-HAVE'S IN A GOOD TRUCK STOP

These are absolute necessary standards of good truck stops.

If the place doesn't meet these standards, I wouldn't recommend it to anyone, end of story.

Truckers deserve the best. They put in long hard days and a very tough, stressful job. The very least they can expect from a good facility is **cleanliness and decent, not-overpriced food**.

If you've encountered any place that offers anything less, ***don't ever give them your business again if you can help it.***

This trucking industry doesn't pay enough money, for any trucker to waste his/her money on food or service that isn't up to par.

Truckers work hard for their money, and if the facility doesn't show the respect drivers deserve by providing the basics, ***they don't deserve the business.***

1. **Cleanliness**. Must be clean restrooms, shower facilities and restaurant.
2. **Parking**. There's not much value in a truck stop, if there's limited parking!
3. **Location**. A safe, convenient location to major cities and highways.
4. **Food**. Good 'well-priced' food. No trucker wants to 'roll the dice' and eat lousy food when on the road. Petros have a decent salad bar, reasonable priced and consistent quality in their restaurants.

FEATURES OF THE MAJOR CHAINS

- TV and game rooms
- Chrome and parts shop
- Laundry facilities
- Showers
- Mobile phone outlet
- CB repair and retail shop
- Hair salon
- Truck and trailer repair shop
- Fuel facilities with point system
- Restaurants. Sit-in, take-out, grocery items, snack items, as well as restaurants with 'healthy food choices'
- Wireless internet connections
- Discounts and deals for frequent users on point system
- Good quality on site overnight accommodations
- Permit services
- Cat scales
- Assorted other retail specialty shops such as gift stores, candy shop etc.

PROS AND CONS OF CHAIN TRUCK STOPS

T.A.

Pros – Most of their **restaurants are decent**. -Repair shop facilities are good. **Cons** – **Inconsistent service** from the various locations. Some locations are run down and old, in **need of renovation and up-dates** to facilities.**Loves**

Petro

Pros–Very **good restaurant facilities**. This is what makes this chain so popular.

Very **roomy parking** lots. This is also a nice perk for truckers who like to get their exercise, power walking around the parking lot.**Full service** for everything a

Pros – **Clean facilities and restrooms.**
Well-priced diesel fuel
Points/discount program.Cons – Fast food service only, no eat-in facilities
Limited number of locations

truck driver needs when on the road. Walking trails and 'StayFit Fitness Rooms' **Cons** – Some say fuel is an extra cent per gallon..... really, to offset all the great convenient services they offer.

Pilot
Pros – Very **large chain** in the U.S., some locations in Canada, competitive fuel prices, lots of well-situated locations

Cons- Parking lots are often too small

Bosselman Travel Centers
Good repair shops, restaurants, decent food, clean and efficient serive

Flying J
Pros – Well priced fuel

Cons – Parking lots are not well set up, parking spaces need to be bigger.

Smart Trucking Tip.... Finding Good Truck Stops!

If you're in an area that is unfamiliar and are looking for a decent place to stop, ***get on your** CB radio **and ask the local truckers where the best place is.***!

FILED UNDER: LIFESTYLE

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ABOUT THE AUTHOR

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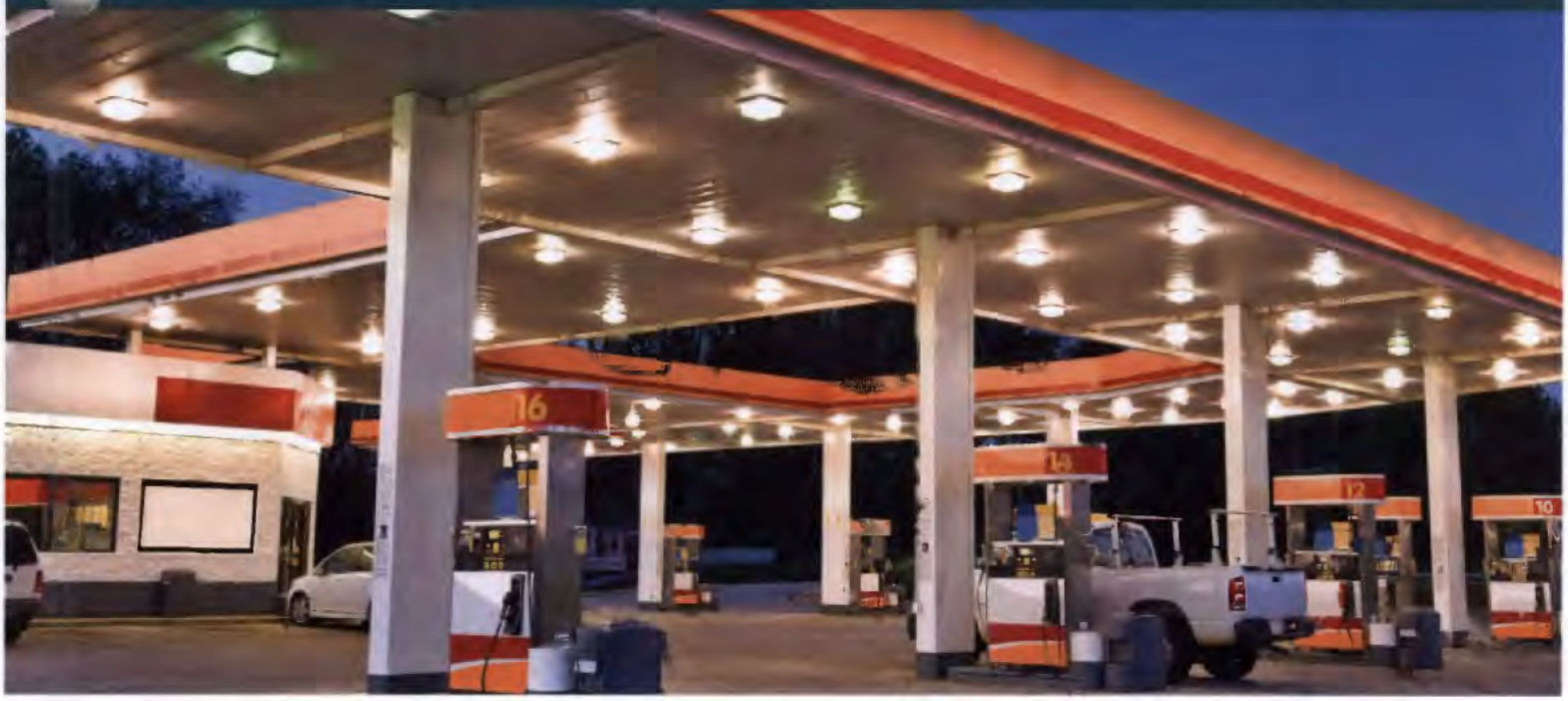

The traditionally fragmented convenience and retail fuel industry is seeing a spate of consolidation activity from both private equity and strategic buyers. While 2014 was one of the most active years on record for C-Store mergers and acquisitions, it looks like velocity is increasing during 2015, with some experts predicting that 30 to 40% of C-Store assets will be in the hands of just a half dozen players within the next 12 to 24 months.[1] Market factors – such as available debt financing, corporate liquidity from rising profits, historically low interest rates (despite the uncertainty of future hikes) and shareholder demand for growth – continue to propel deal activity.

Sample of Recent Activity[2,3,4,5,6]

Recent PE Sales	Recent Strategic Acquisitions
• **1Q2015** Sun Capital sells remaining C-Store portfolio (163 locations) to GPM • **4Q2013** Catterton Partners consolidated and completed the sale of 5,000 Mid-Atlantic Convenience Stores ("MACS") to an affiliate of Sunoco • **4Q2013** ACON and TPG sold interests in Northern Tier Energy, an independent downstream energy company with refining also operating 163 convenience stores and supporting 74 franchised convenience stores	• **1Q2015** CrossAmerica acquired Erickson Oil Products (64 locations) • **1Q2015** Petroleum Marketing Group acquired 37 of Mid-Atlantic Petroleum Properties' gas stations and convenience stores • **1Q2015** TravelCenters of America acquired 26 Best Oil locations • **2Q2014** Speedway doubled its size with the acquisition of Hess Retail Holdings (1,256 stores in 16 states), bringing its network to more than 2,700 stores

Despite red-hot M&A activity in this sector over the past five years, single-store operators still account for 63% of that total and the engine for store growth[7] – meaning substantial consolidation opportunity exists for interested buyers. And given the latest M&A flurry, along with continued positive market trends in the sector, the interest is growing.

WHY ALL THE FOCUS ON FOOD AND FUEL?

Americans are covering twice as many miles per year as we did in 1980.[8] Hours spent commuting, running errands and sitting in traffic are accounting for an increasing share of the day, further compressed by busy professional and family schedules. The need to increase the efficiency of everyday tasks has led consumers to seek outlets combining key services: part grocery, part fast food outlet, part coffee stop and, frequently, part gas station. Easily accessed along high-traffic routes and increasingly offering private label and fresh foods, convenience stores selling motor fuels have become incredibly attractive assets to both consumers and investors. For both private equity firms and experienced operators seeking to expand, the universe of convenience stores selling motor fuels is significant – 83.5% of all convenience stores or 127,588 locations – and the opportunity fruitful.[9]

WALL STREET IS TAKING NOTICE

Traditionally, these stores have been owned by independent, single-store operators. In fact, the top 10 chains – including 7-Eleven, Shell, Exxon and BP – account for only 25% of the market.[10] Nearly a decade ago, Wall Street began taking notice, and private equity firms started investing in the sector.

One of the first deals to signal this trend was Sun Capital's 2006 acquisition of Marsh Super Markets, with a bonus of a C-Store division of 154 stores (mostly Village Pantry). The private equity group would go on to actively grow in the convenience and retail fuel channel:

- Acquired the 122-unit Worsley business in March 2008
- Followed two months later with Li'l Cricket's 88 stores
- United its Midwestern and Southeastern divisions into the VPS Convenience Store Group in spring 2009

In February 2015, Sun Capital sold off all of its remaining C-Store assets, exiting a nearly decade-long investment in the channel[11] and releasing significant inventory for interested buyers.

CHALLENGES TO OPERATE

While C-Stores bring enormous opportunity - growing consumer appeal, high EBITDA and potential for growth through expansion - it's a complex, fast-moving business rife with challenges. C-Stores need to keep up with changing customer preferences, volatile gas prices, legal and regulatory compliance obligations, around-the-clock staffing, communication and adherence to best practices between stores - to name just a few.

Operators who have been doing this for decades leverage their experience to their advantage and for profit, particularly during the consolidation and expansion phases. Private equity owners unfamiliar with the operational intensity associated with this sector are typically not as successful in turning a profit, resulting in discounted exits.

AN OPPORTUNITY FOR TRADITIONAL OPERATORS

Because private equity interest validates the segment through high multiples that Wall Street appears to have an appetite for, traditional operators are faced with a decision. Depending on their goals, operators need to be mindful of the best way to participate in this current landscape:

Should they prepare to buy, sell or defend their position?

- **Prepare to buy:** The opportunity is significant, with more than 97,000 single-store convenience operators in-market (or 63% of the 152,794 store total). A key consideration will be in evaluating whether target locations have the market and operational characteristics that will fit with buyers' strategies and practices. But, more importantly, is there sufficient capital to finance an acquisition plan?
- **Prepare to sell:** If financials are sound, numerous buyers are eager to talk terms. Sellers are in a very favorable position given the number of private equity firms looking to invest, the master limited partnerships (MLPs) flush with cash due to different tax requirements and, of course, the traditional operators looking to expand.
- **Prepare to defend:** For operators not ready to acquire or position for sale, maintaining financial fitness while staying relevant in a constantly changing marketplace is crucial. Defending market share may require capital improvements, such as a remodel, to expand and diversify inventory. Or transitioning to paperless payables processes to optimize liquidity. Or enhancing POS options and security with early and innovative approaches; beyond EMV technology this could include near field communication (NFC) payments solutions.

Whether positioning to buy, sell or defend market share, savvy and experienced operators have the opportunity to smartly invest today in order to capture value and drive future growth in the context of acquisition and exit cycles.

CITIZENS CONVENIENCE & RETAIL FUEL FINANCE TEAM

As a top national lender to multi-site operators, Citizens Convenience & Retail Fuel Finance offers a deep understanding of your industry and the challenges you face, including margin pressure, volatile pricing and unpredictable cash flow. Supporting a range of deal sizes and needs, for both retail and wholesale operators, our experienced bankers are committed to achieving your immediate goals and furthering your long-term success. For more information on our expertise and how we can put it to work for you, please visit citizensretailfuel.com.

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Citizens operates via subsidiaries Citizens Bank, N.A., and Citizens Bank of Pennsylvania. Additional information about Citizens and its full line of products and services can be found at citizensbank.com/commercial.

1 "Consolidation Nation: This year's Top 20 Growth Chains reflect a busy year on the M&A front." Convenience Store News, March 2015
2 "Can Anything Cool Down M&A in the C-Store Industry?", Convenience Store News, April 7, 2015
3 "GPM Picks Up Other Half of VPS", CSP Daily News, February 22, 2015
4 "Northern Tier Energy Announces Sale of its General Partner by ACON Investments and TPG", PR Newswire, November 12, 2013
5 "Catterton Partners Completes Sale Of Mid-Atlantic Convenience Stores To A Sunoco Affiliate", PR Newswire, October 3, 2013
6 "Speedway to expand with $2.8B deal." Dayton Daily News, May 23, 2014
7 2015 NACS/Nielsen Convenience Industry Store Count
8 Department of Transportation Federal Highway Administration 2010 Highway Statistics: Vehicle Registrations, Fuel Consumption, and Vehicle Miles of Travel as Indices
9 2015 NACS/Nielsen Convenience Industry Store Count
10 "What Consolidation?," Convenience Store News, July 2013
11 "VPS CEO hopes to stay in industry following sale of rest of VPS to GPM", CSP.net, February 12, 2015

Renewable Fuel Incentives: Estimation of Large Retailers' Margins

By Ramon M. Benavides
President
Global Renewable Strategies
and Consulting, LLC

Executive Summary

The US Environmental Protection Agency ("EPA") has recently been confronted with the argument that large fuel retailers do not benefit from the renewable identification number ("RIN") market through windfall profits or increased margins compared to others in the fuel marketing chain. This report utilizes an Estimated Margin Indicator ("EMI") with inputs from several relevant databases to test this premise with respect to two large unbranded retailers that are large players in the RIN market. While these two large fuel retailers realize margins that exceed average convenience store levels by approximately double, small retailers do not have the ability to enjoy the same excess margins.

I. Background

This paper utilizes a daily snapshot tool known as an Estimated Margin Indicator ("EMI") to ascertain fuel margins for two large fuel retailers. This method starts with the retail price for a given fuel that is comparable to nearby small retailers. The costs and profits to both the large and the small fuel retailers are embedded in this retail price. The EMI then calculates the additional margin realized by large retailers as a result of the renewable identification number ("RIN") market. This paper focuses on Pilot/Flying J and Loves because of the considerable amount of information they make public, especially in relation to the over 1,050 stores nationwide. As a consultant with vast experience in the petroleum and renewables industries, I believe the EMI model—and the specific conclusions herein—to be generally applicable to other entities which have similar operations.

By way of background, Pilot/Flying J is one of the largest North American retail distribution companies that started operations in 1958. The first full-service facility opened in Ogden, Utah, in 1979. The Conoco/Flying J joint venture in 1991 was a catalyst that led the transformation of the company into its current market brand. At the time of this paper, the company operates 710 facilities.

The other entity examined, Loves, is a Musket held company, which is a large retailer of petroleum products. Loves operates in a similar manner to Pilot/Flying J. They also publish daily fuel prices for all locations. Because of the Musket relationship, Loves is also a blender of renewables in the marketplace. At the time of this paper, they operate 351 of their own branded stations.

Both entities' data were input into the EMI model with data from various other inputs. Specifically, data were taken from the Chicago Board of Trade ("CBOT"), the New York Mercantile Exchange ("NYMEX"), the Department of Transportation ("DOT"), the Energy Information Agency ("EIA"), the Environmental Protection Agency ("EPA"), the Iowa State University Ethanol and Biodiesel Profit Tools, the Internal Revenue Service ("IRS"), the Oil and Petroleum Information Service ("OPIS"), and various state tax and revenue agenices.

The EMI, as shown in Appendix One, graphically detailed in Appendix Two, and explained step-by-step in Appendix Three, demonstrates that Pilot/Flying J and Love's margins exceed the National Association of Convenience Stores ("NACS") average of $.189 cents by nearly double. This is because these companies enjoy a strong financial advantage over companies that distribute and sell petroleum fuels. The ultimate effect could be selective losses in market share for smaller, less sophisticated market participants. Small retailers are placed at a serious competitive disadvantage because they do not have access to the excess margins enjoyed by Pilot/Flying J, Loves, and other large fuel retailers.

II. Key Findings

While the entire EMI is available in Appendix One, a summary of the results for both Pilot/Flying J and Loves follow. In both instances, these entities' combined gross profits are almost twice as high as the national average. Furthermore, a pass-through to customers did not occur, as additional RIN-derived margins are retained by large fuel retailers as profits. To the contrary, small fuel retailers, which do not have access to similar margins, are likely to lose market share as a result. If the Environmental Protection Agency ("EPA") were to alter the point-of-obligation under the Renewable Fuel Standard ("RFS"), small fuel retailers would be considerably more likely to be able to achieve price parity with large fuel retailers and sustain operations in local markets that continue to thrive based in substantial part on robust retail competition.

a) Pilot Flying J

The EMI derives gross margins for E-10 blends and various biodiesel blends, along with gross combined margins across both products.

For E-10 blends, the EMI finds that on December 21, 2016, the average margin per gallon was $0.1515 for all Pilot/Flying J retail outlets. Across the nation and depending on location, stores reported ranges between -$0.1265 and $0.5190 per gallon.

For biodiesel blends (of varied blended ratios), the EMI finds that on December 21, 2016, the average margin per gallon was $0.5134 for all Pilot/Flying J retail outlets. Across the nation and depending on location, stores reported ranges between $0.1050 to $0.9500 per gallon.

When taking into account margins on both E10 blends and various biodiesel blends, the EMI finds that on December 21, 2016, there was a nationwide range in gross combined margins between $0.2675 and $1.3106 per gallon for Pilot/Flying J retail outlets, depending on location. The EMI found $0.6649 per gallon as the per store average nationwide.

E-10	Diesel Blends	Combined Per Store
Min Per Gal	Min Per Gal	Min Per Gal
$(0.1265)	$0.1050	$0.2675
Max Per Gal	Max per Gal	Max per Gal
$0.5190	$0.9500	$1.3106
Average Per Store/Gal	Average Per Store/Gal	Average Per Store/Gal
$0.1515	$0.5134	$0.6649

b) Loves

The EMI similarly derives gross margins for E-10 blends and various biodiesel blends, along with gross combined margins across both products.

For E10 blends, the EMI finds that on December 5, 2016, the average margin per gallon was $0.1459 for all Loves retail outlets. Across the nation and depending on location, stores reported ranges between $0.0765 and $0.5143 per gallon.

For biodiesel blends (of varied blend ratios), the EMI finds that on December 5, 2016, the average margin per gallon was $0.5073 for all Loves retail outlets. Across the nation and depending on location, stores reported ranges between $0.0978 to $0.9162 per gallon.

When taking into account margins on both gasoline ethanol and biodiesel blends, the EMI finds that on December 5, 2016, there was a nationwide range in gross margins between $0.3087 and $1.1883 per gallon for Loves retail outlets, depending on location. The nationwide store average was $0.6532 per gallon.

E-10	Diesel Blends	Combined Per Store
Min Per Gal	Min Per Gal	Min Per Gal
$(0.0765)	0.0978	$0.3087
Max Per Gal	Max per Gal	Max per Gal
$0.5143	$0.9162	$1.1883
Average Per Store/Gal	Average Per Store/Gal	Average Per Store/Gal
$0.1459	$0.5073	$0.6532

III. Discussion

Up until this point data limitations and modeling complexity have confounded proper assessment of fuel margins, but the EMI accounts for these limitations by taking the novel approach of utilizing reliable daily information to demonstrate the composition—and distribution—of margins within fuels markets. The conclusions drawn from the EMI also provide a basis for subsequent monthly, quarterly, and annual projections that can instill greater certainty into the true dynamics of retail fuel competition—and the fuel market writ large.

In sum, the model shows that large fuel retailers, but not small fuel retailers, are receiving margins that are nearly double the national average to the detriment of overall market competition. Furthermore, it shows that no financial harm would befall large fuel retailers if the point of obligation were to be altered.

About the Author

Ramon M Benavides entered the US Renewable Fuel Sector as a partner/producer for a biodiesel facility in October 2006 through Feb 2012. During that period, he oversought RINs trading activities for the company and, participated with the National Biodiesel Board by serving the regulatory, technical committees and RFS1 working group.

In 2010, he was nominated and elected to the NBB governing board and served that position until the end of the term in 2012. In early 2012, he left the production program and began Global Renewable Strategies and Consulting, LLC based upon an identified need for competent business consulting with the US renewable programs.

As a consultant, he has served Obligated Parties, Renewable Fuel Producers, Foreign Renewable Fuel Producers, Legal counsels, Tax Counsels, Accountants and others. He has monitored and advised RINs Trading/Renewable Fuels transactions and has observed and deployed many trading strategies.

He developed the first Compliance Surety Survey that tracks 1200 items daily, the first and only patent pending Forensic Surveillance Testing program, and a newly developed Forensic Mass Balance Protocol that when combined with the FST provides near term identification of issues and further authenticates RIN generations outside of the EPA QAP program.

GRSAC provides many services as listed at www.grsac.org

Appendix One – EMI Model Results

Pilot/Flying J Ethanol
21 Dec 2016

Pilot/Flying J Ethanol 21 Dec 2016

		Ethanol Delivered	Ethanol Delivered Minus RIN
E100 FOB	$1.5700	$1.7900	$1.6950
(RIN)	0.95		
(CI)	$95.5000		
National Average RBOB	$1.5900		
Terminal Cost	$0.0200		

Pilot/Flying J Ethanol 21 Dec 2016

State	Store	Info 1	Info 2	Info 3	City	Retail E10	Tax	Wholesale E10	RBOB Portion	Ethanol Portion	E10 Price	RIN Incentive	E10 Minus RIN Plus Terminal	E10 Margin
AL	Pilot	Travel	Center	#75	Satsuma	$ 2.06	$ 0.39	$ 1.67	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.1444
AL	Pilot	Travel	Center	#76	Tuscaloosa	$ 1.94	$ 0.39	$ 1.55	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0244
AL	Pilot	Travel	Center	#4555	Cottondale	$ 1.94	$ 0.39	$ 1.55	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0244
AL	Pilot	Travel	Center	#302	Theodore	$ 2.00	$ 0.39	$ 1.61	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0844
AL	Pilot	Travel	Center	#369	Birmingham	$ 1.94	$ 0.39	$ 1.55	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0244
AL	Pilot	Travel	Center	#441	Priceville	$ 1.96	$ 0.39	$ 1.57	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0444
AL	Pilot	Travel	Center	#497	Lincoln	$ 1.96	$ 0.39	$ 1.57	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0444
AL	Flying	J		#601	McCalla	$ 1.96	$ 0.39	$ 1.57	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0444
AL	Flying	J		#602	Birmingham	$ 1.94	$ 0.39	$ 1.55	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0244
AL	Flying	J		#603	Dothan	$ 1.96	$ 0.39	$ 1.57	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0444
AL	Flying	J		#604	Hope Hull	$ 1.98	$ 0.39	$ 1.59	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0644
AL	Pilot	Travel	Center	#1549	Lincoln	$ 1.96	$ 0.39	$ 1.57	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0444
AL	Pilot	Travel	Center	#1550	Good Hope	$ 1.94	$ 0.39	$ 1.55	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0244
AR	Pilot	Travel	Center	#118	Benton	$ 1.96	$ 0.40	$ 1.56	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0355
AR	Pilot	Travel	Center	#145	Springdale	$ 1.96	$ 0.40	$ 1.56	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0355
AR	Pilot	Travel	Center	#332	North Little Rock	$ 1.94	$ 0.40	$ 1.54	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0155
AR	Pilot	Travel	Center	#429	West Memphis	$ 2.00	$ 0.40	$ 1.60	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0755
AR	Pilot	Travel	Center	#430	Russellville	$ 2.00	$ 0.40	$ 1.60	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0755
AR	Pilot	Travel	Center	#492	Caddo Valley	$ 1.98	$ 0.40	$ 1.58	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0555
AR	Flying	J		#605	Russellville	$ 2.00	$ 0.40	$ 1.60	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0755
AR	Flying	J		#606	Texarkana	$ 2.00	$ 0.40	$ 1.60	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0755
AR	Flying	J		#607	West Memphis	$ 2.00	$ 0.40	$ 1.60	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0755
AZ	Pilot	Travel	Center	#180	Bellemont	$ 2.06	$ 0.37	$ 1.69	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.1635
AZ	Pilot	Travel	Center	#211	Lake Havasu City	$ 2.10	$ 0.37	$ 1.73	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.2035
AZ	Pilot	Travel	Center	#279	Rio Rico	$ 2.00	$ 0.37	$ 1.63	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.1035
AZ	Pilot	Travel	Center	#328	Quartzsite	$ 2.16	$ 0.37	$ 1.79	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.2635
AZ	Pilot	Travel	Center	#458	Eloy	$ 1.96	$ 0.37	$ 1.59	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0635
AZ	Pilot	Travel	Center	#459	Avondale	$ 1.96	$ 0.37	$ 1.59	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0635
AZ	Flying	J	US	#505	Yuma	$ 1.96	$ 0.37	$ 1.59	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0645
AZ	Pilot	Travel	Center	#593	Tucson	$ 1.96	$ 0.37	$ 1.59	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0635
AZ	Flying	J		#608	Ehrenberg	$ 2.26	$ 0.37	$ 1.89	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.3635
AZ	Flying	J		#609	Eloy	$ 1.96	$ 0.37	$ 1.59	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0635
AZ	Flying	J		#610	Kingman	$ 2.00	$ 0.37	$ 1.63	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.1035
[illegible]	Flying	J		#611	Phoenix	$ 1.96	$ 0.37	$ 1.59	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0635
[illegible]	Flying	J		#612	Winslow	$ 2.10	$ 0.37	$ 1.73	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.2035
[illegible]	Pilot	Travel	Center	#137	Weed	$ 2.60	$ 0.57	$ 2.03	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.5078
CA	Pilot	Travel	Center	#154	Lost Hills	$ 2.30	$ 0.57	$ 1.73	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.2078
CA	Pilot	Travel	Center	#168	Dunnigan	$ 2.30	$ 0.57	$ 1.73	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.2078
CA	Pilot	Travel	Center	#200	Boron	$ 2.50	$ 0.57	$ 1.93	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.4078
CA	Pilot	Travel	Center	#237	Salinas	$ 2.30	$ 0.57	$ 1.73	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.2078
CA	Pilot	Travel	Center	#282	Barstow	$ 2.36	$ 0.57	$ 1.79	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.2678
CA	Pilot	Travel	Center	#307	North Palm Springs	$ 2.30	$ 0.57	$ 1.73	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.2078
CA	Pilot	Travel	Center	#343	San Diego	$ 2.40	$ 0.57	$ 1.83	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.3078
CA	Pilot	Travel	Center	#365	Madera	$ 2.30	$ 0.57	$ 1.73	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.2078
CA	Pilot	Travel	Center	#372	Castaic	$ 2.56	$ 0.57	$ 1.99	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.4678
CA	Pilot	Travel	Center	#381	Hesperia	$ 2.40	$ 0.57	$ 1.83	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.3078
CA	Flying	J		#613	Bakersfield	$ 2.36	$ 0.57	$ 1.79	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.2678
CA	Flying	J		#614	Barstow	$ 2.36	$ 0.57	$ 1.79	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.2678
CA	Flying	J		#616	Frazier Park	$ 2.40	$ 0.57	$ 1.83	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.3078
CA	Flying	J		#617	Lodi	$ 2.30	$ 0.57	$ 1.73	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.2078
CA	Flying	J		#618	Ripon	$ 2.40	$ 0.57	$ 1.83	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.3078
CA	Flying	J		#765	Thousand Palms	$ 2.40	$ 0.57	$ 1.83	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.3078
CA	Pilot	Dealer		#879	Sacramento	$ 2.40	$ 0.57	$ 1.83	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.3088
CA	Pilot	Travel	Center	#1619	Orland	$ 2.30	$ 0.57	$ 1.73	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.2078
CA	Flying	J		#1080	Patterson	$ 2.40	$ 0.57	$ 1.83	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.3078
CO	Pilot	Travel	Center	#316	Denver	$ 2.04	$ 0.40	$ 1.64	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.1135
CO	Pilot	Travel	Center	#592	Grand Junction	$ 2.16	$ 0.40	$ 1.76	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.2335
CO	Flying	J		#619	Aurora	$ 2.00	$ 0.40	$ 1.60	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0735
CO	Flying	J		#621	Limon	$ 2.06	$ 0.40	$ 1.66	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.1335
CO	Pilot	Thomas	Cardlock	#781	Steamboat Springs	$ 2.26	$ 0.40	$ 1.86	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.2735
CT	Pilot	Travel	Center	#255	Milford	$ 2.20	$ 0.56	$ 1.64	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.1105
CT	Pilot	Dealer		#882	North Stonington	$ 2.20	$ 0.56	$ 1.64	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.1105
FL	Pilot	Travel	Center	#4556	Wildwood	$ 2.26	$ 0.55	$ 1.71	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.1877
FL	Pilot	Travel	Center	#87	Baldwin	$ 2.16	$ 0.55	$ 1.61	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0877
FL	Pilot	Travel	Center	#88	Cocoa	$ 2.26	$ 0.55	$ 1.71	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.1877
FL	Pilot	Travel	Center	#89	Ellenton	$ 2.26	$ 0.55	$ 1.71	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.1877
FL	Pilot	Travel	Center	#90	Fort Pierce	$ 2.23	$ 0.55	$ 1.68	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.1577
FL	Pilot	Travel	Center	#91	Jacksonville	$ 2.26	$ 0.55	$ 1.71	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.1877
FL	Pilot	Travel	Center	#92	Ocala	$ 2.30	$ 0.55	$ 1.75	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.2277
FL	Pilot	Travel	Center	#94	Punta Gorda	$ 2.26	$ 0.55	$ 1.71	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.1877

FL	Pilot	Travel	Center	#95	Wildwood	$ 2.26	$ 0.55	$ 1.71	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.1877
FL	Pilot	Travel	Center	#96	Okeechobee	$ 2.26	$ 0.55	$ 1.71	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.1877
FL	Pilot	Travel	Center	#293	Ocala	$ 2.30	$ 0.55	$ 1.75	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.2277
FL	Pilot	Travel	Center	#352	Fort Myers	$ 2.30	$ 0.55	$ 1.75	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.2277
FL	Pilot	Travel	Center	#374	Marianna	$ 2.14	$ 0.55	$ 1.59	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0677
FL	Pilot	Travel	Center	#424	Ocala	$ 2.30	$ 0.55	$ 1.75	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.2277
FL	Pilot	Travel	Center	#425	Midway	$ 2.14	$ 0.55	$ 1.59	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0677
FL	Pilot	Travel	Center	#471	Haines City	$ 2.24	$ 0.55	$ 1.69	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.1677
FL	Pilot	Travel	Center	#500	Jasper	$ 2.20	$ 0.55	$ 1.65	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.1277
FL	Flying	J		#622	Fort Pierce	$ 2.23	$ 0.55	$ 1.68	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.1577
FL	Flying	J		#623	Quincy	$ 2.14	$ 0.55	$ 1.59	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0677
FL	Flying	J		#624	Dade City	$ 2.24	$ 0.55	$ 1.69	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.1677
FL	Flying	J		#625	Tampa	$ 2.26	$ 0.55	$ 1.71	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.1877
FL	Flying	J		#626	St. Augustine	$ 2.26	$ 0.55	$ 1.71	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.1877
FL	Pilot	Dealer		#873	Medley	$ 2.26	$ 0.55	$ 1.71	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.1877
FL	Pilot	Dealer		#874	Miami	$ 2.26	$ 0.55	$ 1.71	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.1877
FL	Pilot	Dealer		#897	Miami Gardens	$ 2.26	$ 0.55	$ 1.71	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.1877
FL	Pilot	Travel	Center	#1040	South Bay	$ 2.30	$ 0.55	$ 1.75	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.2277
FL	Pilot	Travel	Center	#1047	Jacksonville	$ 2.26	$ 0.55	$ 1.71	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.1877
FL	Pilot	Dealer		#1058	Waldo	$ 2.26	$ 0.55	$ 1.71	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.1877
GA	Pilot	Travel	Center	#65	Augusta	$ 1.98	$ 0.49	$ 1.49	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ (0.0382)
GA	Pilot	Travel	Center	#66	Braselton	$ 2.06	$ 0.49	$ 1.57	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0418
GA	Pilot	Travel	Center	#67	Cartersville	$ 2.10	$ 0.49	$ 1.61	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0818
GA	Pilot	Travel	Center	#68	Dublin	$ 2.10	$ 0.49	$ 1.61	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0818
GA	Pilot	Travel	Center	#69	LaGrange	$ 2.05	$ 0.49	$ 1.56	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0318
GA	Pilot	Travel	Center	#71	Fort Wentworth	$ 2.00	$ 0.49	$ 1.51	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ (0.0182)
GA	Pilot	Travel	Center	#72	Savannah	$ 2.16	$ 0.49	$ 1.67	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.1418
GA	Pilot	Travel	Center	#73	Valdosta	$ 2.10	$ 0.49	$ 1.61	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0818
GA	Pilot	Travel	Center	#4557	Carnesville	$ 2.10	$ 0.49	$ 1.61	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0818
GA	Pilot	Travel	Center	#4558	Calhoun	$ 2.04	$ 0.49	$ 1.55	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0218
GA	Pilot	Travel	Center	#4559	Villa Rica	$ 2.10	$ 0.49	$ 1.61	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0818
GA	Pilot	Travel	Center	#4560	Jackson	$ 2.16	$ 0.49	$ 1.67	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.1418
GA	Pilot	Travel	Center	#4561	Valdosta	$ 2.10	$ 0.49	$ 1.61	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0818
GA	Pilot	Travel	Center	#4562	Kingsland	$ 2.10	$ 0.49	$ 1.61	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0818
GA	Pilot	Travel	Center	#144	Augusta	$ 1.97	$ 0.49	$ 1.48	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ (0.0482)
GA	Pilot	Travel	Center	#192	Tifton	$ 2.10	$ 0.49	$ 1.61	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0818
GA	Pilot	Travel	Center	#254	Wildwood	$ 2.10	$ 0.49	$ 1.61	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0818
GA	Pilot	Travel	Center	#266	Albany	$ 2.06	$ 0.49	$ 1.57	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0418
GA	Pilot	Travel	Center	#267	Byron	$ 2.04	$ 0.49	$ 1.55	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0218
GA	Pilot	Travel	Center	#312	Tallapoosa	$ 2.10	$ 0.49	$ 1.61	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0818
GA	Pilot	Travel	Center	#319	Dalton	$ 2.04	$ 0.49	$ 1.55	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0218
GA	Pilot	Travel	Center	#331	Atlanta	$ 2.10	$ 0.49	$ 1.61	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0818
GA	Pilot	Travel	Center	#398	Vienna	$ 2.14	$ 0.49	$ 1.65	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.1218
GA	Pilot	Travel	Center	#415	Rising Fawn	$ 2.06	$ 0.49	$ 1.57	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0418
GA	Pilot	Travel	Center	#416	Cordele	$ 2.14	$ 0.49	$ 1.65	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.1218
GA	Pilot	Travel	Center	#417	Temple	$ 2.10	$ 0.49	$ 1.61	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0818
GA	Pilot	Travel	Center	#420	Madison	$ 2.10	$ 0.49	$ 1.61	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0818
GA	Pilot	Travel	Center	#421	Dalton	$ 2.04	$ 0.49	$ 1.55	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0218
GA	Pilot	Travel	Center	#422	Newnan	$ 2.16	$ 0.49	$ 1.67	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.1418
GA	Pilot	Travel	Center	#575	St. Marys	$ 2.10	$ 0.49	$ 1.61	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0818
GA	Flying	J		#627	Brunswick	$ 2.14	$ 0.49	$ 1.65	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.1218
GA	Flying	J		#628	Carnesville	$ 2.10	$ 0.49	$ 1.61	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0818
GA	Flying	J		#630	Jackson	$ 2.16	$ 0.49	$ 1.67	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.1418
GA	Flying	J		#631	Lake Park	$ 2.10	$ 0.49	$ 1.61	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0818
GA	Flying	J		#632	Resaca	$ 2.04	$ 0.49	$ 1.55	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0218
GA	Flying	J		#633	Union Point	$ 2.16	$ 0.49	$ 1.67	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.1418
GA	Flying	J		#634	Temple	$ 2.10	$ 0.49	$ 1.61	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0818
IA	Pilot	Travel	Center	#45	Walcott	$ 2.20	$ 0.50	$ 1.70	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.1765
IA	Pilot	Travel	Center	#131	Osceola	$ 2.20	$ 0.50	$ 1.70	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.1765
IA	Pilot	Travel	Center	#238	Percival	$ 2.06	$ 0.50	$ 1.56	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0765
IA	Pilot	Travel	Center	#268	Walcott	$ 2.10	$ 0.50	$ 1.60	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0765
IA	Pilot	Travel	Center	#329	Council Bluffs	$ 2.06	$ 0.50	$ 1.56	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0765
IA	Pilot	Travel	Center	#373	Des Moines	$ 2.26	$ 0.50	$ 1.76	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.2365
IA	Pilot	Travel	Center	#467	Clear Lake	$ 2.10	$ 0.50	$ 1.60	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0765
IA	Pilot	Travel	Center	#495	Brooklyn	$ 2.08	$ 0.50	$ 1.58	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0565
IA	Pilot	Travel	Center	#496	Atalissa	$ 2.08	$ 0.50	$ 1.58	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0565
IA	Road	Ranger		#532	Elk Run Heights	$ 2.06	$ 0.50	$ 1.56	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0365
IA	Flying	J		#572	Williams	$ 2.10	$ 0.50	$ 1.60	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0765
IA	Pilot	Travel	Center	#594	Sioux City	$ 2.06	$ 0.50	$ 1.56	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0365
IA	Flying	J		#636	Davenport	$ 2.10	$ 0.50	$ 1.60	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0765

State	Store	Info 1	Info 2	Info 3	City	Rigid E10	Tax	Subsidized E10	RBOB Portion	Ethanol Portion	E10 Rack	RINs Credit	E10 Minus RIN Plus Terminal	E10 Margin
[illegible]	[illegible]			#612	[illegible]	$ [illegible]	$ 0.50	$ 1.56	$ 1.43	$ [illegible]	$ 1.60	$ 0.095	$ 1.53	$ 0.0365
IA	Pilot	Dealer		#893	Avoca	$ 2.06	$ 0.50	$ 1.56	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0375
IA	Flying	J		[illegible]	[illegible]	$ [illegible]	$ [illegible]	$ 1.60	$ 1.43	$ [illegible]	$ 1.60	$ 0.095	$ [illegible]	$ [illegible]
IA	[illegible]	Travel	Center	[illegible]	Mt. Pleasant	$ 2.26?	$ [illegible]	$ 1.55?	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ [illegible]
ID	Pilot	[illegible]	[illegible]	[illegible]	Mountain Home	$ 2.10?	$ [illegible]	$ 1.59	$ 1.43	$ 0.17	$ 1.60	$ [illegible]	$ 1.53	$ [illegible]
ID	Flying	J		#638	Caldwell	$ 2.16	$ [illegible]	$ 1.65	$ 1.43	$ 0.17	$ [illegible]	$ [illegible]	$ 1.53	$ 0.1235?
ID	Flying	J		#639	[illegible]	$ [illegible]	$ 0.51	$ 1.79	$ 1.43	$ 0.17	$ [illegible]	$ [illegible]	$ 1.53	$ [illegible]
ID	Flying	J		[illegible]	Jerome	$ [illegible]	$ 0.51	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.60	$ 0.095	$ 1.53	$ [illegible]
ID	Flying	J		#641	[illegible]	$ 2.26	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 0.095	$ 1.53	$ [illegible]
ID	Flying	J		[illegible]	East Boise	$ 2.06	$ 0.51	$ 1.55?	$ [illegible]	$ 0.17	$ 1.60	$ [illegible]	$ 1.53	$ [illegible]
ID	Flying	J	#1043		[illegible]	$ [illegible]	$ 0.51	$ 1.69	$ 1.43	$ [illegible]	$ 1.60	$ [illegible]	$ [illegible]	$ [illegible]
IL	Pilot	Travel	Center	[illegible]	[illegible]	$ [illegible]	$ 0.51	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.60	$ [illegible]	$ 1.53	$ [illegible]
IL	Pilot	Travel	Center	[illegible]	Effingham	$ [illegible]	$ 0.51	$ [illegible]	$ 1.43	$ [illegible]	$ [illegible]	$ 0.095	$ 1.53	$ [illegible]
IL	Pilot	Dealer		[illegible]	[illegible]	$ 2.10?	$ 0.51	$ [illegible]	$ 1.43	$ 0.17	$ 1.60	$ [illegible]	$ [illegible]	$ [illegible]
IL	[illegible]	Dealer		[illegible]	Lincoln	$ [illegible]	$ 0.51	$ 1.58	$ [illegible]	$ 0.17	$ [illegible]	$ [illegible]	$ 1.53	$ [illegible]
IL	Pilot	Travel	Center	[illegible]	Oakwood	$ 2.30	$ 0.51	$ 1.78	$ 1.43	$ [illegible]	$ 1.60	$ [illegible]	$ 1.53	$ [illegible]
IL	[illegible]	Dealer		[illegible]	Tuscola	$ [illegible]	$ [illegible]	$ 1.78	$ [illegible]	$ [illegible]	$ 1.60	$ [illegible]	$ [illegible]	$ [illegible]
IL	Pilot	Travel	Center	[illegible]	[illegible]	$ [illegible]	$ [illegible]	$ 1.68	$ 1.43	$ [illegible]	$ 1.60	$ 0.095	$ [illegible]	$ 0.1590?
IL	[illegible]	[illegible]	Center	#249	Troy	$ [illegible]	$ [illegible]	$ 1.74	$ 1.43	$ [illegible]	$ 1.60	$ 0.095	$ [illegible]	$ [illegible]
IL	Pilot	Travel	Center	[illegible]	Bloomington	$ 2.40	$ [illegible]	$ 1.88	$ [illegible]	$ [illegible]	$ 1.60	$ 0.095	$ [illegible]	$ 0.3590
IL	Pilot	Travel	Center	[illegible]	East St. Louis	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 0.095	$ [illegible]	$ 0.2190
IL	Road	Ranger		[illegible]	Minonk	$ [illegible]	$ 0.51	$ [illegible]	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ [illegible]
IL	Road	Ranger		[illegible]	McLean	$ 2.26	$ [illegible]	$ [illegible]	$ 1.43	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]
IL	Pilot	Travel	Center	[illegible]	Decatur	$ [illegible]	$ 0.51	$ 1.84	$ [illegible]	$ 0.17	$ 1.60	$ [illegible]	$ 1.53	$ [illegible]
IL	Road	Ranger		[illegible]	[illegible]	$ 2.36	$ [illegible]	$ 1.84	$ 1.43	$ [illegible]	$ 1.60	$ [illegible]	$ 1.53	$ [illegible]
IL	Pilot	Travel	Center	[illegible]	[illegible]	$ 2.10	$ 0.51	$ 1.58	$ 1.43	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.53	$ 0.0590
IL	Pilot	Travel	Center	[illegible]	Channahon	$ 2.38	$ 0.51	$ 1.86	$ [illegible]	$ 0.17	$ 1.60	$ 0.095	$ [illegible]	$ [illegible]
IL	Pilot	Travel	Center	#476	[illegible]	$ [illegible]	$ [illegible]	$ 1.64	$ [illegible]	$ 0.17	$ [illegible]	$ [illegible]	$ 1.53	$ 0.1190
IL	Pilot	Travel	Center	[illegible]	[illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.43	$ 0.17	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]
IL	Pilot	Travel	Center	[illegible]	Morris	$ [illegible]	$ 0.51	$ [illegible]	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ [illegible]
IL	Road	Ranger		[illegible]	Springfield	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 0.17	$ 1.60	$ [illegible]	$ 1.53	$ [illegible]
IL	Thorntons			[illegible]	Lincoln	$ 2.14	$ [illegible]	$ 1.63	$ [illegible]	$ 0.17	$ 1.60	$ [illegible]	$ [illegible]	$ [illegible]
IL	Road	Ranger		#515	[illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.43	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]
IL	Road	Ranger		[illegible]	New Berlin	$ [illegible]	$ 0.51	$ [illegible]	$ 1.43	$ 0.17	$ [illegible]	$ [illegible]	$ 1.53	$ 0.3190
IL	Road	Ranger		[illegible]	[illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.53	$ [illegible]
IL	Road	Ranger		#525	Springfield	$ 2.40	$ 0.51	$ 1.88	$ [illegible]	$ 0.17	$ 1.60	$ [illegible]	$ [illegible]	$ [illegible]
IL	Road	Ranger		#526	Champaign	$ 2.40	$ [illegible]	$ [illegible]	$ [illegible]	$ 0.17	$ [illegible]	$ 0.095	$ [illegible]	$ [illegible]
IL	Road	Ranger		[illegible]	Tuscola	$ 2.40	$ 0.51	$ 1.88	$ 1.43	$ [illegible]	$ 1.60	$ [illegible]	$ 1.53	$ 0.3590
IL	Road	Ranger		[illegible]	Mendota	$ 2.30	$ 0.51	$ [illegible]	$ [illegible]	$ 0.17	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]
IL	Road	Ranger		[illegible]	Okawville	$ 2.30	$ [illegible]	$ 1.78	$ 1.43	$ [illegible]	$ 1.60	$ 0.095	$ [illegible]	$ 0.2390
IL	Road	Ranger		[illegible]	Rockford	$ 2.00	$ [illegible]	$ [illegible]	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ [illegible]
IL	Road	Ranger		#536	South Beloit	$ [illegible]	$ 0.51	$ 1.84	$ 1.43	$ [illegible]	$ [illegible]	$ 0.095	$ [illegible]	$ 0.3190
IL	Road	Ranger		#537	Winnebago	$ [illegible]	$ 0.51	$ 1.84	$ [illegible]	$ [illegible]	$ [illegible]	$ 0.095	$ 1.53	$ [illegible]
IL	Road	Ranger		[illegible]	Rochelle	$ [illegible]	$ 0.51	$ 1.82	$ 1.43	$ [illegible]	$ [illegible]	$ 0.095	$ [illegible]	$ [illegible]
IL	Road	Ranger		#540	Loves Park	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ [illegible]
IL	Road	Ranger		#541	Princeton	$ 2.26	$ 0.51	$ 1.74	$ 1.43	$ [illegible]	$ [illegible]	$ 0.095	$ 1.53	$ 0.2190
IL	Road	Ranger		[illegible]	Hampshire	$ 2.16	$ [illegible]	$ 1.64	$ 1.43	$ 0.17	$ [illegible]	$ [illegible]	$ [illegible]	$ 0.1190
IL	Road	Ranger		[illegible]	Marshall	$ [illegible]	$ 0.51	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 0.095	$ [illegible]	$ [illegible]
IL	Pilot	[illegible]	[illegible]	[illegible]	Marion	$ 2.30	$ 0.51	$ 1.78	$ 1.43	$ [illegible]	$ 1.60	$ 0.095	$ [illegible]	$ [illegible]
IL	Flying	J		[illegible]	Morton	$ [illegible]	$ 0.51	$ [illegible]	$ 1.43	$ 0.17	$ 1.60	$ [illegible]	$ 1.53	$ 0.2190
IL	Flying	J		#643	[illegible]	$ 2.10	$ 0.51	$ 1.58	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ [illegible]	$ [illegible]
IL	Flying	J		[illegible]	LaSalle	$ 2.20	$ [illegible]	$ 1.68	$ 1.43	$ [illegible]	$ 1.60	$ 0.095	$ 1.53	$ [illegible]
IL	Flying	J		[illegible]	Pontoon Beach	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.43	$ 0.17	$ 1.60	$ [illegible]	$ [illegible]	$ 0.2190
IL	Flying	J		[illegible]	South Beloit	$ [illegible]	$ 0.51	$ [illegible]	$ 1.43	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 0.2590
IL	Road	Ranger		[illegible]	Grayville	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.43	$ 0.17	$ [illegible]	$ 0.095	$ 1.53	$ [illegible]
IL	Flying	J	[illegible]	[illegible]	Mt. Vernon	$ [illegible]	$ 0.51	$ [illegible]	$ 1.43	$ [illegible]	$ [illegible]	$ 0.095	$ [illegible]	$ [illegible]
IL	Pilot	[illegible]	Center	[illegible]	Joliet	$ 2.40	$ 0.51	$ [illegible]	$ 1.43	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]
IL	Pilot	Travel	Center	#1030	Alsip	$ [illegible]	$ [illegible]	$ 2.04	$ 1.43	$ 0.17	$ 1.60	$ [illegible]	$ [illegible]	$ 0.5190
IL	[illegible]	Travel	Center	#1041	[illegible]	$ 2.50	$ [illegible]	$ [illegible]	$ 1.43	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]
IL	Pilot	Travel	Center	[illegible]	[illegible]	$ [illegible]	$ 0.51	$ 2.04	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.53	$ [illegible]
IN	Pilot	[illegible]	[illegible]	[illegible]	[illegible]	$ 2.20	$ [illegible]	$ 1.70	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.53	$ [illegible]
IN	Pilot	[illegible]	Center	[illegible]	Fremont	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.60	$ 0.095	$ [illegible]	$ [illegible]
IN	Pilot	[illegible]	Center	[illegible]	Greenfield	$ [illegible]	$ 0.50	$ [illegible]	$ 1.43	$ [illegible]	$ 1.60	$ [illegible]	$ 1.53	$ [illegible]
IN	Pilot	Travel	Center	[illegible]	[illegible]	$ [illegible]	$ 0.50	$ 1.66	$ [illegible]	$ [illegible]	$ 1.60	$ 0.095	$ 1.53	$ [illegible]
IN	Pilot	Travel	Center	[illegible]	[illegible]	$ 2.16	$ 0.50	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.60	$ 0.095	$ [illegible]	$ [illegible]
IN	Pilot	Travel	Center	[illegible]	South Bend	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.60	$ 0.095	$ [illegible]	$ [illegible]
IN	Pilot	Travel	Center	[illegible]	Valparaiso	$ [illegible]	$ [illegible]	$ 1.66	$ 1.43	$ [illegible]	$ 1.60	$ 0.095	$ [illegible]	$ 0.1328
IN	Pilot	Travel	Center	[illegible]	Whiteland	$ 2.24	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.60	$ [illegible]	$ [illegible]	$ [illegible]
IN	Pilot	Travel	Center	#152	[illegible]	$ [illegible]	$ 0.50	$ 1.66	$ [illegible]	$ [illegible]	$ 1.60	$ [illegible]	$ [illegible]	$ 0.1328
IN	Pilot	Travel	Center	#198	Plymouth	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.43	$ [illegible]	$ 1.60	$ 0.095	$ [illegible]	$ [illegible]

State	[illegible]	Info 1	[illegible]	Info 3	City	[illegible]	Tax	Wholesale E10	RBOB Portion	Ethanol Portion	E10 Float	[illegible]	E10 Minus RIN Plus Terminal	E-10 Margin
IN	Pilot	Travel	Center	[illegible]	[illegible]	$ 2.20	$ 0.50	$ [illegible]	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.1728
IN	[illegible]	Travel	Center	#247	Crawfordsville	$ [illegible]	$ [illegible]	$ 1.70	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ [illegible]
IN	[illegible]	Travel	Center	[illegible]	Gary	$ 2.16	$ [illegible]	$ [illegible]	$ [illegible]	$ 0.17	$ [illegible]	0.095	$ 1.53	$ [illegible]
IN	[illegible]	Travel	Center	[illegible]	Terre Haute	$ 2.26	$ [illegible]	$ [illegible]	$ 1.43	$ [illegible]	$ [illegible]	0.095	$ 1.53	$ 0.2328
IN	[illegible]	J		[illegible]	New Haven	$ [illegible]	$ 0.50	$ [illegible]	$ 1.43	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]
IN	[illegible]	Travel	Center	#318	Indianapolis	$ [illegible]	$ [illegible]	$ 1.76	$ 1.43	$ [illegible]	$ 1.60	$ [illegible]	$ [illegible]	$ [illegible]
IN	[illegible]	Travel	Center	#339	[illegible]	$ 2.30	$ 0.50	$ 1.80	$ 1.43	[illegible]	$ 1.60	$ [illegible]	$ [illegible]	$ [illegible]
IN	Pilot	Travel	Center	[illegible]	Pendleton	$ 2.26	$ 0.50	$ 1.76	$ [illegible]	$ 0.17	$ [illegible]	$ 0.095	$ [illegible]	$ 0.2328
IN	[illegible]	[illegible]	Center	[illegible]	[illegible]	$ 2.24	$ 0.50	$ [illegible]	$ [illegible]	$ 0.17	$ 1.60	$ [illegible]	$ 1.53	$ 0.2128
IN	[illegible]	Travel	[illegible]	#445	Burns Harbor	$ [illegible]	$ 0.50	$ [illegible]	$ [illegible]	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ [illegible]
IN	[illegible]	Travel	[illegible]	[illegible]	[illegible]	$ [illegible]	$ 0.50	$ 1.70	$ 1.43	$ 0.17	$ 1.60	$ [illegible]	[illegible]	$ [illegible]
IN	Pilot	Travel	Center	[illegible]	[illegible]	$ [illegible]	$ 0.50	$ 1.70	$ [illegible]	$ [illegible]	$ 1.60	$ [illegible]	$ 1.53	$ 0.1728
IN	[illegible]	[illegible]	[illegible]	#448	[illegible]	$ [illegible]	$ [illegible]	[illegible]	[illegible]	$ 0.17	$ 1.60	$ [illegible]	$ 1.53	$ 0.2328
IN	[illegible]	Travel	Center	[illegible]	Leavenworth	$ [illegible]	$ 0.50	$ 1.80	$ [illegible]	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ [illegible]
IN	[illegible]	Ranger		#531	[illegible]	$ [illegible]	$ 0.50	$ 1.80	$ 1.43	$ 0.17	$ 1.60	[illegible]	[illegible]	[illegible]
IN	[illegible]	Ranger		[illegible]	[illegible]	$ 2.30	$ 0.50	$ 1.80	$ [illegible]	$ [illegible]	$ 1.60	$ [illegible]	$ 1.53	$ [illegible]
IN	Road	Ranger		[illegible]	Lake Station	$ [illegible]	$ 0.50	$ 1.80	[illegible]	$ 0.17	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]
IN	[illegible]	J		[illegible]	[illegible]	$ [illegible]	$ 0.50	$ [illegible]	$ 1.43	$ 0.17	$ [illegible]	$ 0.095	$ [illegible]	$ [illegible]
IN	[illegible]	J		[illegible]	[illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.43	$ 0.17	$ 1.60	$ 3.095	$ 1.53	$ [illegible]
IN	Flying	J		[illegible]	Lake Station	$ [illegible]	$ 0.50	$ 1.70	$ 1.43	$ [illegible]	$ [illegible]	$ 0.095	$ [illegible]	$ [illegible]
IN	[illegible]	J		[illegible]	Lebanon	$ 2.18	$ [illegible]	$ 1.68	$ 1.43	$ [illegible]	$ [illegible]	$ 0.095	$ 1.53	$ [illegible]
IN	[illegible]	J		[illegible]	[illegible]	$ 2.26	$ 0.50	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 0.095	$ 1.53	$ 0.2328
IN	[illegible]	J		[illegible]	[illegible]	$ 2.26	$ 0.50	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.60	$ [illegible]	$ 1.53	$ 0.2328
IN	[illegible]	J		[illegible]	Whiteland	$ 2.24	$ [illegible]	$ [illegible]	$ [illegible]	$ 0.17	$ 1.60	$ [illegible]	$ 1.53	$ [illegible]
IN	[illegible]	[illegible]		[illegible]	Gary	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.43	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]
IN	Mr.	[illegible]		[illegible]	Indianapolis	$ 2.26	$ 0.50	$ [illegible]	$ [illegible]	$ 0.17	$ 1.60	$ [illegible]	$ [illegible]	$ [illegible]
IN	Mr.	[illegible]		[illegible]	[illegible]	$ 2.26	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.53	$ [illegible]
IN	[illegible]	[illegible]		#881	Fort Wayne	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 0.17	$ 1.60	$ 0.095	$ [illegible]	$ [illegible]
IN	[illegible]	[illegible]		[illegible]	[illegible]	$ 2.20	$ [illegible]	$ [illegible]	$ 1.43	$ 0.17	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]
IN	[illegible]	J		[illegible]	Marion	$ 2.26	$ 0.50	$ [illegible]	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ [illegible]	$ [illegible]
[illegible]	Pilot	[illegible]		[illegible]	Kansas City	$ 2.18	$ 0.42	[illegible]	[illegible]	$ 0.17	$ [illegible]	$ 0.095	$ 1.53	$ 0.2342
[illegible]	[illegible]	J		#657	Dodge City	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ [illegible]	$ [illegible]
[illegible]	[illegible]	J		[illegible]	[illegible]	$ [illegible]	$ 0.42	$ [illegible]	$ 1.43	$ [illegible]	$ 1.60	$ [illegible]	[illegible]	$ [illegible]
[illegible]	Flying	J		[illegible]	Salina	$ [illegible]	$ [illegible]	$ 1.58	$ [illegible]	$ [illegible]	$ 1.60	$ 0.095	$ [illegible]	$ 0.0932
[illegible]	[illegible]	Travel	Center	[illegible]	Salina	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.60	$ 0.095	$ [illegible]	$ [illegible]
[illegible]	Pilot	Travel	Center	[illegible]	Colby	$ [illegible]	$ 0.42	$ 1.58	$ 1.43	$ [illegible]	$ 1.60	$ 0.095	$ [illegible]	$ [illegible]
KY	[illegible]	Travel	Center	#41	Mount Sterling	$ [illegible]	$ [illegible]	$ 1.80	$ [illegible]	$ 0.17	$ 1.60	$ 0.095	$ [illegible]	$ [illegible]
KY	Pilot	Travel	Center	#46	Franklin	$ [illegible]	$ 0.44	$ 1.56	$ 1.43	$ [illegible]	$ 1.60	$ 0.095	$ 1.53	$ [illegible]
KY	[illegible]	Travel	Center	[illegible]	Georgetown	$ 2.24	$ 0.44	$ 1.80	$ [illegible]	$ [illegible]	$ [illegible]	0.095	$ [illegible]	$ [illegible]
KY	[illegible]	Travel	Center	[illegible]	Glendale	$ [illegible]	$ 0.44	$ [illegible]	$ 1.43	$ [illegible]	$ 1.60	0.095	$ 1.53	$ [illegible]
KY	[illegible]	[illegible]	Center	[illegible]	Oak Grove	$ [illegible]	$ [illegible]	$ 1.56	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.53	$ 0.0335
KY	[illegible]	Travel	Center	[illegible]	Sulphur	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.43	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]
KY	[illegible]	Travel	Center	[illegible]	[illegible]	$ 2.16	$ 0.44	$ [illegible]	$ 1.43	$ [illegible]	$ 1.60	0.095	$ 1.53	$ [illegible]
KY	Pilot	Travel	Center	[illegible]	Corbin	$ 2.06	$ 0.44	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.53	$ 0.0935
KY	[illegible]	[illegible]	Center	[illegible]	Middlesboro	$ 1.95	$ [illegible]	[illegible]	[illegible]	$ [illegible]	$ 1.60	$ [illegible]	$ [illegible]	$ (0.0165)
KY	[illegible]	Travel	Center	[illegible]	Walton	$ [illegible]	$ 0.44	$ 1.81	$ 1.43	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.53	$ [illegible]
KY	[illegible]	Travel	Center	#321	Walton	$ 2.25	$ 0.44	$ 1.81	$ 1.43	$ [illegible]	$ [illegible]	[illegible]	$ 1.53	$ [illegible]
KY	Pilot	Dealer		[illegible]	Grayson	$ 2.25	$ 0.44	$ 1.81	$ 1.43	$ [illegible]	$ 1.60	$ [illegible]	$ 1.53	$ [illegible]
KY	[illegible]	Travel	Center	#353	Georgetown	$ 2.24	$ [illegible]	$ 1.80	[illegible]	$ 0.17	$ 1.60	$ [illegible]	$ 1.53	$ [illegible]
KY	[illegible]	Travel	Center	#354	[illegible]	$ [illegible]	$ 0.44	$ [illegible]	$ 1.43	$ [illegible]	$ 1.60	$ 0.095	$ [illegible]	$ 0.2315
KY	[illegible]	Travel	Center	[illegible]	[illegible]	$ 2.20	$ [illegible]	$ [illegible]	$ 1.43	$ 0.17	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]
KY	Pilot	[illegible]	Center	#358	Paducah	$ 2.14	$ 0.44	$ [illegible]	$ 1.43	$ [illegible]	$ 1.60	$ [illegible]	$ 1.53	$ 0.1735
KY	[illegible]	[illegible]	[illegible]	[illegible]	Sonora	$ [illegible]	$ 0.44	$ 1.76	$ [illegible]	$ 0.17	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]
KY	[illegible]	Travel	Center	#399	Lebanon Junction	$ [illegible]	$ 0.44	$ [illegible]	$ 1.43	$ [illegible]	$ 1.60	$ 0.095	$ [illegible]	$ [illegible]
KY	[illegible]	[illegible]	Center	[illegible]	Williamsburg	$ [illegible]	$ 0.44	$ 1.62	$ 1.43	$ [illegible]	$ 1.60	$ 0.095	$ 1.53	$ 0.0935
KY	Pilot	[illegible]	Center	[illegible]	Franklin	$ 2.00	$ 0.44	$ 1.56	$ [illegible]	$ [illegible]	$ 1.60	$ 0.095	$ [illegible]	$ 0.0335
KY	[illegible]	Travel	Center	[illegible]	Oak Grove	$ [illegible]	$ 0.44	$ 1.56	$ [illegible]	$ [illegible]	$ 1.60	$ 0.095	$ [illegible]	$ [illegible]
KY	Pilot	[illegible]	Center	[illegible]	Pendleton	$ 2.16	$ 0.44	$ [illegible]	$ 1.43	$ [illegible]	$ 1.60	$ 0.095	$ [illegible]	$ [illegible]
KY	[illegible]	J		#660	Catlettsburg	$ 2.30	$ [illegible]	$ [illegible]	$ 1.43	$ [illegible]	$ 1.60	$ [illegible]	$ 1.53	$ [illegible]
KY	[illegible]	J		#661	Franklin	$ 2.00	$ 0.44	$ 1.56	$ [illegible]	$ [illegible]	$ 1.60	$ [illegible]	$ [illegible]	$ [illegible]
KY	[illegible]	J		[illegible]	Oak Grove	$ 2.00	$ 0.44	$ [illegible]	$ 1.43	[illegible]	[illegible]	[illegible]	$ 1.53	$ [illegible]
KY	[illegible]	J		#663	Waddy	$ 2.20	$ 0.44	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.53	$ [illegible]
KY	[illegible]	J		[illegible]	Walton	$ 2.26	$ 0.44	$ [illegible]	$ 1.43	$ [illegible]	$ [illegible]	$ 0.095	$ 1.53	$ 0.2935
KY	[illegible]	Dealer		[illegible]	Kuttawa	$ 2.26	$ 0.44	$ [illegible]	$ 1.43	$ [illegible]	$ 1.60	$ [illegible]	$ [illegible]	$ [illegible]
LA	[illegible]	Travel	[illegible]	[illegible]	[illegible]	$ 2.00	$ 0.38	$ 1.62	$ 1.43	[illegible]	$ [illegible]	$ 0.095	$ [illegible]	$ [illegible]
LA	Pilot	[illegible]	Center	#81	LaPlace	$ 2.00	$ 0.38	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.53	$ 0.0934
LA	[illegible]	[illegible]	Center	[illegible]	[illegible]	$ 1.98	$ 0.38	[illegible]	[illegible]	$ 0.17	$ 1.60	$ [illegible]	$ [illegible]	$ 0.0734
LA	Pilot	Travel	[illegible]	#274	[illegible]	$ 1.94	$ 0.38	$ [illegible]	$ 1.43	$ 0.17	$ 1.60	$ [illegible]	$ [illegible]	$ [illegible]
LA	[illegible]	Travel	[illegible]	[illegible]	[illegible]	[illegible]	$ 0.38	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.60	$ [illegible]	$ 1.53	$ [illegible]
LA	Pilot	[illegible]	[illegible]	[illegible]	[illegible]	$ [illegible]	$ 0.38	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.53	$ [illegible]

State	Name	Info 1	Info 2	Info 3	City	Retail Rack	Tax	Wholesale Std	RBOB Portion	Ethanol Portion	E10 Price	[illegible]	E10 Minus RIN Plus Terminal	E-10 Margin
LA	Pilot	Travel	Center	#428	West Monroe	$ 2.06	$ 0.38	$ 1.68	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.1534
LA	Flying	J		#665	Greenwood	$ 2.06	$ 0.38	$ 1.68	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.1534
LA	[illegible]	Travel	Center	[illegible]	[illegible]	$ 2.00	$ 0.38	$ 1.62	$ 1.43	$ 0.17	$ 1.60	$ [illegible]	$ 1.53	$ 0.0934
MA	Separated	[illegible]	Island	[illegible]	Sturbridge	$ 2.10	$ 0.42	$ 1.68	$ 1.43	$ 0.17	$ 1.60	$ [illegible]	$ 1.53	$ 0.1535
MD	[illegible]	[illegible]	Center	#222	[illegible]	$ 2.10	$ 0.42	$ [illegible]	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ [illegible]	$ [illegible]
MD	Pilot	Travel	Center	[illegible]	Hagerstown	$ 2.26	$ 0.52	$ 1.74	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ [illegible]	$ [illegible]
MD	[illegible]	Travel	Center	[illegible]	Hagerstown	$ [illegible]	$ 0.52	$ 1.74	$ 1.43	$ [illegible]	$ [illegible]	$ 0.095	$ 1.53	$ [illegible]
MD	[illegible]	Travel	Center	#290	Perryville	$ [illegible]	$ 0.52	$ [illegible]	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ [illegible]
MD	[illegible]	Travel	Center	[illegible]	Grantsville	$ [illegible]	$ 0.52	$ [illegible]	$ [illegible]	$ 0.17	$ 1.60	$ 0.095	$ [illegible]	$ 0.1985
MD	Flying	J		[illegible]	Northeast	$ [illegible]	$ [illegible]	$ 1.68	$ 1.43	$ 0.17	$ 1.60	$ [illegible]	$ 1.53	$ [illegible]
MD	Flying	J		[illegible]	[illegible]	$ 2.20	$ [illegible]	$ 1.68	$ 1.43	$ 0.17	$ 1.60	$ [illegible]	$ 1.53	$ [illegible]
MI	Pilot	Travel	Center	[illegible]	Battle Creek	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ [illegible]	$ [illegible]
MI	Pilot	[illegible]	Center	[illegible]	[illegible]	$ 2.36	$ 0.59	$ 1.77	$ 1.43	$ 0.17	$ 1.60	$ [illegible]	$ [illegible]	$ [illegible]
MI	Pilot	Travel	Center	[illegible]	Ionia	$ 2.36	$ 0.59	$ [illegible]	$ [illegible]	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ [illegible]
MI	[illegible]	Travel	Center	[illegible]	Monroe	$ 2.36	$ [illegible]	$ [illegible]	$ 1.43	$ 0.17	$ 1.60	$ [illegible]	$ 1.53	$ [illegible]
MI	[illegible]	Travel	Center	[illegible]	Ottawa Lake	$ 2.36	$ 0.59	$ [illegible]	$ 1.43	$ [illegible]	$ 1.60	$ 0.095	$ [illegible]	$ [illegible]
MI	[illegible]	Travel	Center	#284	Monroe	$ [illegible]	$ 0.59	$ [illegible]	$ [illegible]	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ [illegible]
MI	[illegible]	Travel	Center	#296	Dexter	$ 2.36	$ 0.59	$ 1.77	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.2479
MI	[illegible]	[illegible]	Center	#596	[illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.43	$ 0.17	$ [illegible]	$ [illegible]	$ [illegible]	$ 0.2479
MI	[illegible]	[illegible]	Center	[illegible]	Benton Harbor	$ [illegible]	$ 0.59	$ [illegible]	$ 1.43	$ [illegible]	$ 1.60	$ 0.095	$ 1.53	$ [illegible]
MI	[illegible]	J		[illegible]	Grand Ledge	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.60	$ 0.095	$ [illegible]	$ [illegible]
MI	Flying	J		[illegible]	[illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.43	$ 0.17	$ 1.60	$ [illegible]	$ 1.53	$ 0.2479
MI	Flying	[illegible]	[illegible]	[illegible]	[illegible]haven	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.43	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.53	$ 0.2479
MI	Pilot	Travel	Center	#1021	Holland	$ [illegible]	$ 0.59	$ [illegible]	$ 1.43	$ [illegible]	$ 1.60	$ [illegible]	$ 1.53	$ 0.2479
MN	[illegible]	Travel	[illegible]	[illegible]	St. Cloud	$ 2.19	$ 0.47	$ [illegible]	$ 1.43	$ 0.17	$ [illegible]	$ [illegible]	$ 1.53	$ 0.1975
MN	Flying	J		#576	Northfield	$ [illegible]	$ 0.47	$ 1.73	$ 1.43	$ [illegible]	$ 1.60	$ 0.095	$ [illegible]	$ 0.2075
MN	[illegible]	[illegible]	Center	#581	[illegible] Heights	$ 2.16	$ 0.47	$ 1.69	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]
MN	[illegible]	Travel	Center	#590	Alexandria	$ 2.20	$ [illegible]	$ [illegible]	$ 1.43	$ [illegible]	$ 1.60	$ 0.095	$ [illegible]	$ [illegible]
MO	[illegible]	Travel	[illegible]	[illegible]	Boonville	$ [illegible]	$ 0.35	$ [illegible]	$ 1.43	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]
MO	Pilot	Travel	Center	[illegible]	Nevada	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ [illegible]
MO	[illegible]	[illegible]	Center	[illegible]	[illegible]	$ 2.14	$ 0.35	$ [illegible]	$ 1.43	$ 0.17	$ 1.60	$ [illegible]	$ [illegible]	$ 0.2605
MO	[illegible]	Travel	Center	[illegible]	Kearney	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.43	$ [illegible]	$ 1.60	$ 0.095	$ 1.53	$ [illegible]
MO	[illegible]	Travel	Center	[illegible]	[illegible]ston	$ 2.10	$ 0.35	$ [illegible]	$ 1.43	$ [illegible]	$ 1.60	$ 0.095	$ 1.53	$ 0.2205
MO	[illegible]	Travel	Center	[illegible]	Joplin	$ 1.98	$ 0.35	$ [illegible]	$ [illegible]	$ 0.17	$ 1.60	$ 0.095	$ [illegible]	$ [illegible]
MO	Pilot	[illegible]	[illegible]	[illegible]	[illegible]ollins	$ 2.00	$ [illegible]	$ 1.65	$ [illegible]	$ 0.17	$ [illegible]	$ 0.095	$ [illegible]	$ [illegible]
MO	Pilot	Travel	Center	#442	[illegible]	$ [illegible]	$ 0.35	$ [illegible]	$ 1.43	$ 0.17	$ [illegible]	$ 0.095	$ 1.53	$ [illegible]
MO	[illegible]	[illegible]	Center	#443	[illegible]	$ [illegible]	$ 0.35	$ [illegible]	$ [illegible]	$ 0.17	$ [illegible]	$ 0.095	$ 1.53	$ [illegible]
MO	[illegible]ad	Ranger		[illegible]	[illegible]	$ [illegible]	$ 0.35	$ 1.65	$ 1.43	$ [illegible]	$ [illegible]	$ 0.095	$ [illegible]	$ [illegible]
MO	[illegible]ad	Ranger		[illegible]	[illegible] Robert	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.43	$ 0.17	$ [illegible]	$ 0.095	$ [illegible]	$ [illegible]
MO	[illegible]	J		#571	[illegible]	$ [illegible]	$ 0.35	$ 1.61	$ [illegible]	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ [illegible]
MO	[illegible]	J		[illegible]	Joplin	$ 1.98	$ [illegible]	$ [illegible]	$ 1.43	$ [illegible]	$ 1.60	$ [illegible]	$ [illegible]	$ [illegible]
MO	[illegible]	J		[illegible]	Matthews	$ [illegible]	$ 0.35	$ [illegible]	$ 1.43	$ [illegible]	$ 1.60	$ 0.095	$ 1.53	$ 0.2205
MO	[illegible]	J		[illegible]	Peculiar	$ 2.04	$ 0.35	$ [illegible]	$ 1.43	$ [illegible]	$ 1.60	$ [illegible]	$ 1.53	$ [illegible]
MO	Flying	J		[illegible]	Sullivan	$ [illegible]	$ 0.35	$ [illegible]	$ 1.43	$ [illegible]	$ 1.60	$ 0.095	$ [illegible]	$ 0.1805
MO	[illegible]	J		#674	[illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.43	$ 0.17	$ [illegible]	$ 0.095	$ 1.53	$ 0.1805
MO	[illegible]	J		[illegible]	Wayland	$ 2.00	$ [illegible]	$ [illegible]	$ 1.43	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.53	$ 0.1205
MO	Mr.	Fuel		[illegible]	[illegible]	$ [illegible]	$ 0.35	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.53	$ 0.2205
MO	Mr.	Fuel		[illegible]	[illegible] Ridge	$ [illegible]	$ 0.35	$ 1.75	$ 1.43	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 0.2205
MO	Mr.	Fuel		[illegible]	[illegible]	$ 2.02	$ 0.35	$ 1.67	$ 1.43	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.53	$ 0.1405
MO	Flying	J		[illegible]	Kansas City	$ [illegible]	$ 0.35	$ [illegible]	$ 1.43	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 0.1205
MO	Flying	J		#1061	Springfield	$ [illegible]	$ 0.35	$ 1.60	$ 1.43	$ 0.17	$ [illegible]	$ [illegible]	$ [illegible]	$ 0.0705
MS	Pilot	Travel	Center	[illegible]	Jackson	$ [illegible]	$ 0.37	$ [illegible]	$ 1.43	$ [illegible]	$ [illegible]	$ 0.095	$ [illegible]	$ 0.1056
MS	Pilot	Travel	Center	[illegible]	New [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.43	$ 0.17	$ 1.60	$ [illegible]	$ [illegible]	$ [illegible]
MS	[illegible]	Travel	Center	[illegible]	Winona	$ 1.96	$ 0.37	$ [illegible]	$ [illegible]	$ 0.17	$ [illegible]	$ [illegible]	$ 1.53	$ [illegible]
MS	[illegible]	Travel	[illegible]	[illegible]	Meridian	$ 1.90	$ [illegible]	$ [illegible]	$ [illegible]	$ 0.17	$ [illegible]	$ 0.095	$ 1.53	$ 0.0056
MS	The	Pantry		[illegible]	[illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 0.17	$ [illegible]	$ 0.095	$ 1.53	$ 0.0666
MS	[illegible]	Travel	Center	[illegible]	Moss Point	$ 2.00	$ [illegible]	$ 1.63	$ [illegible]	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ [illegible]
MS	Flying	J		[illegible]	Gulfport	$ [illegible]	$ 0.37	$ 1.61	$ [illegible]	$ 0.17	$ [illegible]	$ [illegible]	$ 1.53	$ 0.0856
MS	Flying	J		[illegible]	[illegible] Branch	$ [illegible]	$ 0.37	$ [illegible]	$ 1.43	$ 0.17	$ [illegible]	$ [illegible]	$ 1.53	$ [illegible]
MS	Flying	J		[illegible]	Pearl	$ 2.00	$ 0.37	$ [illegible]	$ 1.43	$ [illegible]	$ [illegible]	$ 0.095	$ [illegible]	$ [illegible]
MT	Town	Pump		[illegible]	[illegible]	$ [illegible]	$ 0.46	$ 1.74	$ 1.43	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]
MT	Town	Pump		#906	Columbus	$ 2.20	$ 0.46	$ [illegible]	$ 1.43	$ [illegible]	$ [illegible]	$ 0.095	$ [illegible]	$ [illegible]
MT	Town	Pump		[illegible]	Miles City	$ [illegible]	$ 0.46	$ [illegible]	$ 1.43	$ [illegible]	$ 1.60	$ 0.095	$ [illegible]	$ [illegible]
MT	Town	Pump		#908	Rocker	$ 2.19	$ 0.46	$ [illegible]	$ 1.43	$ [illegible]	$ 1.60	$ 0.095	$ [illegible]	$ 0.2060
MT	Town	Pump		#909	Shelby	$ [illegible]	$ 0.46	$ [illegible]	$ [illegible]	$ 0.17	$ 1.60	$ [illegible]	$ [illegible]	$ [illegible]
MT	Town	Pump		#910	Three Forks	$ [illegible]	$ 0.46	$ [illegible]	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ [illegible]	$ [illegible]
MT	Town	Pump		#911	[illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.43	$ 0.17	$ [illegible]	$ [illegible]	$ [illegible]	$ 0.2060
MT	Town	Pump		#914	Missoula	$ [illegible]	$ 0.46	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.60	$ 0.095	$ [illegible]	$ [illegible]
MT	Town	Pump		[illegible]	[illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.60	$ [illegible]	$ 1.53	$ [illegible]
MT	Town	Pump		#916	[illegible]	$ [illegible]	$ 0.46	$ [illegible]	$ 1.43	$ [illegible]	$ 1.60	$ [illegible]	$ 1.53	$ [illegible]

State	Name	Info 1	Info 2	Info 3	City	Retail Rack	Tax	Wholesale Rack	RBOB Portion	Ethanol Portion	E10 Price	RIN Incentive	E10 Minus RIN Plus Terminal	E-10 Margin
MT	Town	Pump		#917	Great Falls	$ 2.18	$ 0.46	$ 1.72	$ [illegible]	$ 0.17	$ 1.60	$ [illegible]	$ 1.53	$ 0.1960
MT	Town	Pump		[illegible]	Columbia Falls	$ [illegible]	$ 0.46	$ [illegible]	$ [illegible]	$ 0.17	$ 1.60	$ [illegible]	$ [illegible]	$ 0.1660
MT	[illegible]	[illegible]		[illegible]	Billings	$ 2.18	$ [illegible]	$ [illegible]	$ [illegible]	$ 0.17	$ 1.60	$ [illegible]	$ [illegible]	$ [illegible]
MT	Town	Pump		#924	Butte	$ 2.18	$ [illegible]	$ 1.72	$ 1.43	$ [illegible]	$ 1.60	$ [illegible]	$ [illegible]	$ [illegible]
MT	[illegible]	Pump		[illegible]	Great Falls	$ 2.17	$ 0.46	$ 1.71	$ [illegible]	$ 0.17	$ 1.60	$ [illegible]	$ [illegible]	$ [illegible]
MT	[illegible]	[illegible]		[illegible]	[illegible]	$ 2.21	$ 0.46	$ [illegible]	$ 1.43	$ [illegible]	$ 1.60	$ 0.095	$ [illegible]	$ [illegible]
MT	[illegible]	[illegible]		[illegible]	[illegible]	$ 2.21	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.60	$ [illegible]	$ 1.53	$ 0.2260
MT	Town	Pump		#1013	[illegible]	$ [illegible]	$ 0.46	$ 1.74	$ [illegible]	$ 0.17	$ [illegible]	$ 0.095	$ [illegible]	$ [illegible]
MT	[illegible]	[illegible]		#1015	[illegible]	$ [illegible]	$ 0.46	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.60	$ [illegible]	$ 1.53	$ [illegible]
NC	Pilot	Travel	Center	#56	Kannapolis	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 0.17	$ 1.60	$ [illegible]	$ [illegible]	$ 0.0410
NC	Pilot	Travel	[illegible]	#57	Mebane	$ 2.14	$ [illegible]	$ 1.62	$ 1.43	$ [illegible]	$ [illegible]	[illegible]	$ 1.53	$ [illegible]
NC	Pilot	Travel	Center	#58	Pleasant Hill	$ 2.16	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.60	$ [illegible]	$ 1.53	$ [illegible]
NC	[illegible]	[illegible]	Center	[illegible]	[illegible]	$ [illegible]	$ [illegible]	$ 1.62	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.53	$ [illegible]
NC	Pilot	[illegible]	Center	[illegible]	Candor	$ 2.14	$ 0.52	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]
NC	Pilot	Travel	[illegible]	[illegible]	Charlotte	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 0.17	$ [illegible]	$ [illegible]	[illegible]	$ [illegible]
NC	Pilot	Travel	Center	[illegible]	[illegible]	$ 2.16	$ [illegible]	$ 1.64	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]
NC	[illegible]	[illegible]	Center	[illegible]	Warsaw	$ [illegible]	$ [illegible]	$ 1.64	$ 1.43	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]
NC	Pilot	Travel	[illegible]	[illegible]	[illegible]	$ [illegible]	$ 0.52	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]
NC	Flying	J	[illegible]	#549	Mount Airy	$ 2.17	$ 0.52	[illegible]	[illegible]	$ 0.17	$ [illegible]	$ [illegible]	$ 1.53	[illegible]
NC	Flying	J		[illegible]	[illegible]	$ 2.14	$ 0.52	$ [illegible]	$ 1.43	$ 0.17	$ [illegible]	$ 0.095	$ [illegible]	$ [illegible]
NC	[illegible]			[illegible]	[illegible]	[illegible]	[illegible]	$ 1.64	$ 1.43	[illegible]	[illegible]	[illegible]	$ [illegible]	$ 0.1110
NC	The	Pantry		[illegible]	Dunn	$ 2.14	[illegible]	[illegible]	$ [illegible]	$ [illegible]	$ [illegible]	[illegible]	$ 1.53	$ [illegible]
NC	[illegible]	Dealer		[illegible]	Dunn	$ [illegible]	[illegible]	[illegible]	[illegible]	$ [illegible]	$ [illegible]	[illegible]	$ 1.53	[illegible]
NC	Pilot	[illegible]	Center	[illegible]	Marion	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 0.17	$ [illegible]	$ [illegible]	$ [illegible]	$ 0.1010
NC	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	$ [illegible]	[illegible]	$ [illegible]	$ 1.43	[illegible]	[illegible]	[illegible]	$ [illegible]	$ [illegible]
NC	[illegible]	[illegible]	[illegible]	#1071	[illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	[illegible]	$ [illegible]	$ [illegible]
NC	[illegible]	[illegible]	Center	[illegible]	[illegible]	$ [illegible]	$ [illegible]	[illegible]	[illegible]	[illegible]	$ [illegible]	$ [illegible]	$ 1.53	[illegible]
NC	[illegible]	[illegible]	Center	[illegible]	Salisbury	$ 2.16	$ [illegible]	[illegible]	$ 1.43	[illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]
NC	Pilot	[illegible]	[illegible]	[illegible]	Monroe	$ [illegible]	[illegible]	[illegible]	$ [illegible]	[illegible]	[illegible]	[illegible]	$ [illegible]	$ [illegible]
ND	Flying	J		[illegible]	Grand Forks	$ [illegible]	$ [illegible]	[illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 0.095	$ [illegible]	$ [illegible]
ND	Flying	J	[illegible]	[illegible]	[illegible]	$ [illegible]	$ [illegible]	[illegible]	[illegible]	[illegible]	$ [illegible]	$ [illegible]	$ 1.53	$ [illegible]
ND	Flying	J		[illegible]	Minot	$ [illegible]	$ 0.41	$ [illegible]	$ [illegible]	$ 0.17	$ 1.60	$ [illegible]	$ [illegible]	$ [illegible]
[illegible]	Pilot	Travel	[illegible]	[illegible]	[illegible]	$ 2.16	$ 0.41	$ [illegible]	$ 1.43	$ 0.17	[illegible]	[illegible]	$ [illegible]	$ 0.2235
[illegible]	[illegible]	[illegible]		#684	Beach	$ [illegible]	$ 0.41	$ 1.75	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.53	$ [illegible]
[illegible]	[illegible]	[illegible]		#685	[illegible]	$ [illegible]	$ [illegible]	$ 1.55	$ [illegible]	[illegible]	[illegible]	$ [illegible]	$ 1.53	[illegible]
[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	$ [illegible]	$ 0.45	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.60	$ 0.095	$ 1.53	$ [illegible]
[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.43	$ [illegible]	$ 1.60	$ 0.095	$ [illegible]	$ [illegible]
NE	Pilot	Travel	Center	[illegible]	[illegible]	$ [illegible]	$ 0.45	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 0.095	$ [illegible]	$ [illegible]
NE	[illegible]	[illegible]			[illegible]	$ [illegible]	$ 0.45	$ [illegible]	[illegible]	[illegible]	[illegible]	$ 0.095	$ 1.53	[illegible]
[illegible]	Flying	J		[illegible]	[illegible]	$ [illegible]	$ 0.45	$ [illegible]	$ 1.43	$ [illegible]	$ [illegible]	[illegible]	$ [illegible]	$ [illegible]
NE	[illegible]	Travel	Center	[illegible]	[illegible]	$ [illegible]	$ 0.45	$ [illegible]	$ 1.43	$ [illegible]	$ 1.60	$ [illegible]	$ [illegible]	$ [illegible]
[illegible]	[illegible]	Dealer		[illegible]	[illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.43	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]
[illegible]	[illegible]	Travel	[illegible]	[illegible]	[illegible]	[illegible]	$ [illegible]	$ [illegible]	$ 1.43	[illegible]	$ 1.60	$ [illegible]	$ [illegible]	[illegible]
NJ	Pilot	[illegible]	[illegible]	[illegible]	Mahwah	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 0.095	$ [illegible]	$ [illegible]
NJ	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	$ [illegible]	$ [illegible]	$ [illegible]	[illegible]	$ [illegible]	$ [illegible]	$ 0.095	$ 1.53	$ [illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.43	$ [illegible]	$ [illegible]	$ 0.095	$ [illegible]	$ 0.1585
[illegible]	[illegible]	J		[illegible]	[illegible]	$ [illegible]	[illegible]	$ [illegible]	$ 1.43	$ 0.17	[illegible]	[illegible]	$ [illegible]	$ [illegible]
[illegible]	[illegible]	Dealer		[illegible]	[illegible]	$ [illegible]	[illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	[illegible]	$ [illegible]	$ [illegible]
[illegible]	[illegible]	Dealer		[illegible]	[illegible]	$ [illegible]	[illegible]	$ 1.61	[illegible]	$ [illegible]	$ 1.60	[illegible]	[illegible]	$ 0.0795
NM	Pilot	[illegible]	Center	[illegible]	[illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]
NM	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	$ [illegible]	[illegible]	$ [illegible]	$ 1.43	[illegible]	$ 1.60	[illegible]	$ [illegible]	$ [illegible]
NM	[illegible]	[illegible]		[illegible]	[illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]
[illegible]	Pilot	[illegible]	[illegible]	#475	[illegible]	$ [illegible]	[illegible]	$ [illegible]	[illegible]	[illegible]	$ [illegible]	$ 0.095	1.53	$ [illegible]
NM	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.60	$ [illegible]	$ [illegible]	$ [illegible]
NM	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	$ [illegible]	$ [illegible]	[illegible]	$ [illegible]	$ 0.17	[illegible]	$ [illegible]	$ [illegible]	$ [illegible]
NM	[illegible]	[illegible]		[illegible]	[illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.60	$ 0.095	$ 1.53	$ [illegible]
NM	[illegible]	[illegible]		[illegible]	[illegible]	$ [illegible]	$ [illegible]	$ 1.63	$ [illegible]	[illegible]	[illegible]	$ [illegible]	$ [illegible]	$ 0.1047
[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 0.1047
[illegible]	[illegible]	Travel	[illegible]	[illegible]	[illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 0.17	$ [illegible]	[illegible]	$ [illegible]	$ [illegible]
NM	Pilot	[illegible]	[illegible]	[illegible]	[illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]
NM	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]
NM	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.43	$ [illegible]	$ 1.60	[illegible]	$ [illegible]	$ [illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.43	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	$ [illegible]	$ 1.43	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	$ [illegible]	[illegible]	[illegible]	$ 1.43	$ [illegible]	[illegible]	$ 0.095	[illegible]	$ [illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	$ [illegible]	$ [illegible]	$ [illegible]	[illegible]	$ [illegible]	$ [illegible]	$ 0.095	$ 1.53	$ [illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.43	$ [illegible]	[illegible]	$ 0.095	[illegible]	$ [illegible]
[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 0.095	$ [illegible]	$ [illegible]

State	Store	Info 1	Info 2	Info 3	City	Retail E10	Tax	Wholesale E10	RBOB Portion	Ethanol Portion	[illegible] Price	RIN Incentive	E10 Minus RIN Plus Terminal	E-10 Margin
[illegible]	Flying	J		[illegible]	[illegible]	$ 2.10	$ 0.52	$ [illegible]	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0549
[illegible]	Flying	J	DLR	[illegible]	Battle Mountain	$ 2.40	$ [illegible]	$ 1.58	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ [illegible]	$ 0.3549
[illegible]	Flying	J		[illegible]	[illegible]	$ [illegible]	$ 0.52	$ [illegible]	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ [illegible]	$ 0.1149
NY	Pilot	Travel	Center	[illegible]	Castleton - On - Hudson	$ [illegible]	$ 0.61	$ [illegible]	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ [illegible]	$ 0.1595
NY	Pilot	Travel	Center	#372	Bath (Kanona Ave)	$ 2.30	$ 0.61	$ 1.69	$ [illegible]	$ 0.17	$ [illegible]	$ 0.095	[illegible]	0.1595
NY	Pilot	Travel	Center	[illegible]	Liverpool	$ 2.30	$ 0.61	$ [illegible]	$ 1.43	$ 0.17	$ [illegible]	$ [illegible]	$ 1.53	$ 0.1595
NY	Pilot	Travel	Center	[illegible]	Newburgh	$ 2.30	[illegible]	$ 1.69	$ 1.43	$ 0.17	$ 1.60	$ [illegible]	$ 1.53	$ 0.1595
NY	Pilot	Travel	Center	[illegible]	Rotterdam	$ 2.29	$ 0.61	$ 1.68	$ 1.43	$ 0.17	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]
NY	Flying	J		[illegible]	[illegible]	[illegible]	$ 0.61	$ 1.67	[illegible]	[illegible]	$ [illegible]	$ 0.095	[illegible]	$ [illegible]
OH	Pilot	Travel	Center	#2	Austinburg	$ 2.26	$ 0.46	$ [illegible]	$ [illegible]	$ 0.17	$ 1.60	$ [illegible]	$ 1.53	[illegible]
OH	Pilot	Travel	Center	[illegible]	Austintown	$ [illegible]	$ [illegible]	[illegible]	$ 1.43	$ 0.17	[illegible]	[illegible]	$ 1.53	[illegible]
OH	Pilot	Travel	Center	#4	[illegible]	$ [illegible]	$ 0.46	$ 1.74	$ 1.43	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]
OH	Pilot	Travel	Center	[illegible]	Cambridge	[illegible]	[illegible]	$ [illegible]	[illegible]	[illegible]	$ [illegible]	$ 0.095	[illegible]	[illegible]
OH	Pilot	Travel	Center	#8	Circleville	$ 2.30	[illegible]	$ 1.84	$ 1.43	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.53	$ [illegible]
OH	Pilot	Travel	Center	[illegible]	[illegible]	$ 2.20	[illegible]	$ [illegible]	$ 1.43	$ 0.17	[illegible]	[illegible]	$ [illegible]	$ 0.2135
OH	Pilot	Travel	Center	#11	North Lima	$ 2.19	$ [illegible]	$ 1.64	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	[illegible]	$ [illegible]
OH	Pilot	Travel	Center	[illegible]	Perrysburg	[illegible]	$ 0.46	$ [illegible]	$ [illegible]	[illegible]	$ 1.60	$ [illegible]	[illegible]	[illegible]
OH	Pilot	Travel	Center	[illegible]	Seville	$ [illegible]	$ 0.46	$ 1.74	$ 1.43	$ 0.17	$ [illegible]	$ 0.095	$ 1.53	$ [illegible]
OH	Pilot	Travel	Center	#14	[illegible]	$ 2.26	$ 0.46	[illegible]	[illegible]	$ 0.17	$ 1.60	[illegible]	[illegible]	$ [illegible]
OH	Pilot	Travel	Center	#15	[illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.43	$ [illegible]	$ [illegible]	$ 0.095	$ 1.53	$ [illegible]
OH	Pilot	Travel	Center	[illegible]	[illegible]	$ [illegible]	[illegible]	$ [illegible]	$ 1.43	[illegible]	[illegible]	$ [illegible]	$ 1.53	$ 0.2135
OH	Flying			[illegible]	Vandalia	$ [illegible]	[illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.60	$ 0.095	$ [illegible]	$ [illegible]
OH	Pilot	[illegible]	Center	#130	[illegible]	$ [illegible]	[illegible]	[illegible]	[illegible]	$ 0.17	$ 1.60	$ 0.095	[illegible]	$ [illegible]
OH	Pilot	Travel	Center	[illegible]	Columbus	$ [illegible]	$ 0.46	$ [illegible]	$ [illegible]	$ 0.17	$ [illegible]	$ 0.095	$ 1.53	$ [illegible]
OH	Pilot	Travel	[illegible]	[illegible]	Upper Sandusky	$ [illegible]	[illegible]	$ [illegible]	$ 1.43	[illegible]	[illegible]	$ 0.095	$ [illegible]	$ [illegible]
OH	Pilot	Travel	Center	[illegible]	[illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.43	$ [illegible]	$ [illegible]	$ 0.095	$ [illegible]	$ [illegible]
OH	Pilot	[illegible]	Center	[illegible]	[illegible]	$ 2.30	$ 0.46	$ [illegible]	[illegible]	$ 0.17	$ 1.60	[illegible]	[illegible]	$ [illegible]
OH	Pilot	Travel	[illegible]	[illegible]	Eaton	$ [illegible]	$ 0.46	$ 1.80	$ [illegible]	$ [illegible]	$ [illegible]	$ 0.095	$ 1.53	$ [illegible]
OH	[illegible]	Travel	[illegible]	[illegible]	[illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	[illegible]	$ 1.60	[illegible]	$ 1.53	$ [illegible]
OH	Pilot	Travel	Center	[illegible]	Napoleon	$ 2.18	$ [illegible]	$ 1.72	$ 1.43	$ [illegible]	$ 1.60	$ 0.095	$ [illegible]	$ [illegible]
OH	Pilot	[illegible]	Center	[illegible]	[illegible]	$ [illegible]	$ [illegible]	$ 1.74	[illegible]	$ [illegible]	$ 1.60	$ [illegible]	[illegible]	$ [illegible]
OH	Pilot	Travel	[illegible]	[illegible]	Findlay	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 0.17	$ [illegible]	$ 0.095	$ 1.53	$ [illegible]
OH	Pilot	Travel	[illegible]	[illegible]	Belmont	$ 2.30	$ [illegible]	[illegible]	$ 1.43	$ [illegible]	$ [illegible]	$ 0.095	$ [illegible]	[illegible]
OH	Pilot	Travel	Center	[illegible]	London	$ [illegible]	$ [illegible]	$ 1.80	$ [illegible]	$ [illegible]	$ [illegible]	$ 0.095	$ [illegible]	$ [illegible]
OH	Pilot	[illegible]	Center	[illegible]	[illegible]	$ [illegible]	$ 0.46	$ 1.80	$ [illegible]	[illegible]	$ 1.60	$ [illegible]	[illegible]	[illegible]
OH	[illegible]	[illegible]	Center	[illegible]	Beaver Dam	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 0.17	$ 1.60	$ [illegible]	$ 1.53	$ [illegible]
OH	[illegible]	[illegible]	Center	[illegible]	[illegible]	$ [illegible]	$ 0.46	$ [illegible]	[illegible]	$ 0.17	$ 1.60	[illegible]	$ 1.53	$ 0.2135
OH	[illegible]	J		[illegible]	[illegible]	$ 2.26	$ 0.46	$ [illegible]	$ 1.43	$ [illegible]	$ 1.60	$ [illegible]	$ 1.53	$ [illegible]
OH	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	$ [illegible]	$ 0.46	$ 1.80	$ 1.43	$ 0.17	$ 1.60	$ [illegible]	[illegible]	[illegible]
OH	[illegible]	J		[illegible]	Austinburg	$ [illegible]	$ 0.46	$ [illegible]	$ 1.43	$ [illegible]	[illegible]	[illegible]	$ 1.53	$ [illegible]
OH	Flying	J		[illegible]	[illegible]	$ 2.26	$ 0.46	$ 1.80	[illegible]	$ 0.17	$ [illegible]	[illegible]	[illegible]	$ [illegible]
OH	[illegible]	J		[illegible]	[illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.43	$ [illegible]	$ [illegible]	$ [illegible]	[illegible]	$ [illegible]
OH	Flying	J		[illegible]	Hubbard	[illegible]	[illegible]	$ [illegible]	$ 1.43	[illegible]	$ 1.60	$ [illegible]	$ 1.53	$ [illegible]
OH	[illegible]	J		#698	Jeffersonville	$ [illegible]	$ 0.46	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.60	$ 0.095	$ [illegible]	$ [illegible]
OH	[illegible]	J		[illegible]	Millersport	$ 2.30	$ 0.46	[illegible]	[illegible]	$ 0.17	$ [illegible]	$ 0.095	$ [illegible]	$ [illegible]
OH	[illegible]	J		[illegible]	Lake Township	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.43	$ [illegible]	$ [illegible]	$ 0.095	$ 1.53	$ [illegible]
[illegible]	[illegible]	Fuel		[illegible]	[illegible]	$ 2.20	$ [illegible]	$ [illegible]	$ 1.43	$ 0.17	[illegible]	[illegible]	$ [illegible]	$ [illegible]
OK	[illegible]	Travel	[illegible]	[illegible]	[illegible]	$ 1.94	[illegible]	$ 1.59	$ 1.43	$ [illegible]	$ [illegible]	$ 0.095	$ [illegible]	$ 0.0635
OK	Pilot	[illegible]	Center	[illegible]	[illegible]	$ [illegible]	$ [illegible]	$ 1.54	$ [illegible]	$ [illegible]	$ 1.60	[illegible]	[illegible]	$ 0.0135
OK	[illegible]	[illegible]	[illegible]	#460	Oklahoma City	$ 1.90	$ [illegible]	$ [illegible]	$ 1.43	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 0.0235
OK	[illegible]	Travel	[illegible]	#498	Atoka	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.43	[illegible]	$ 1.60	[illegible]	$ [illegible]	$ 0.1235
OK	Pilot	Dealer		#506	Enid	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.43	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]
OK	[illegible]	Dealer		[illegible]	[illegible]	$ [illegible]	$ [illegible]	$ [illegible]	[illegible]	$ [illegible]	$ [illegible]	$ 0.095	[illegible]	$ [illegible]
OK	[illegible]	J		[illegible]	Ardmore	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.60	$ [illegible]	$ [illegible]	$ [illegible]
OK	[illegible]	J		[illegible]	Checotah	$ [illegible]	$ [illegible]	[illegible]	$ 1.43	$ [illegible]	[illegible]	$ 0.095	$ [illegible]	$ [illegible]
OK	[illegible]	J		[illegible]	Oklahoma City	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.60	$ [illegible]	$ 1.53	$ [illegible]
OK	[illegible]	J		[illegible]	[illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.43	[illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 0.1235
OK	[illegible]	J		#705	[illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	[illegible]	$ 0.095	$ [illegible]	$ 0.1135
OK	[illegible]	J		[illegible]	[illegible]	$ [illegible]	$ [illegible]	$ [illegible]	[illegible]	$ [illegible]	[illegible]	$ 0.095	$ [illegible]	$ [illegible]
OK	[illegible]	Travel	[illegible]	[illegible]	[illegible]	$ [illegible]	$ [illegible]	$ [illegible]	[illegible]	[illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]
OR	[illegible]	Travel	[illegible]	[illegible]	Chemult	$ [illegible]	$ 0.49	$ [illegible]	$ 1.43	[illegible]	[illegible]	$ [illegible]	$ [illegible]	[illegible]
OR	Pilot	[illegible]	Center	[illegible]	[illegible]	$ [illegible]	$ 0.49	$ [illegible]	$ [illegible]	$ 0.17	$ [illegible]	[illegible]	$ [illegible]	$ [illegible]
OR	Pilot	Travel	[illegible]	#212	[illegible]	$ 2.20	$ 0.49	$ 1.71	[illegible]	$ [illegible]	$ [illegible]	[illegible]	$ [illegible]	$ [illegible]
OR	[illegible]	[illegible]	[illegible]	[illegible]	Oakland	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.43	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]
OR	Pilot	[illegible]	Center	[illegible]	[illegible]	$ 2.16	[illegible]	$ [illegible]	$ 1.43	$ [illegible]	[illegible]	$ [illegible]	$ [illegible]	$ [illegible]
OR	Pilot	Travel	[illegible]	#390	Stanfield	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.60	$ [illegible]	$ [illegible]	$ [illegible]
OR	[illegible]	Travel	[illegible]	[illegible]	Central [illegible]	$ [illegible]	[illegible]	[illegible]	[illegible]	$ 0.17	[illegible]	$ [illegible]	$ [illegible]	$ [illegible]
OR	Pilot	Travel	[illegible]	#504	[illegible]	$ [illegible]	$ 0.49	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.53	$ [illegible]
OR	[illegible]	J		[illegible]	Aurora	$ [illegible]	[illegible]	$ [illegible]	$ [illegible]	[illegible]	[illegible]	$ [illegible]	$ [illegible]	$ [illegible]
OR	[illegible]	J	Franchise	[illegible]	[illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]

State	Store	Info 1	Info 2	Info 3	City	Retail E10	Tax	Wholesale E10	RBOB Portion	Ethanol Portion	E10 Price	RIN Incentive	E10 Margin RIN [illegible] Terminal	[illegible]
PA	Pilot	Travel	Center	#1	Mill Hall	$ 2.40	$ 0.77	[illegible]	$ 1.43	[illegible]	$ 1.60	$ 0.095	[illegible]	$ 0.0995
PA	Pilot	Travel	Center	#81	Portersville/New Castle	$ 2.36	$ 0.77	$ 1.59	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0595
PA	Pilot	Travel	Center	[illegible]	Harrisburg	[illegible]	[illegible]	[illegible]	$ 1.43	$ 0.17	$ 1.60	$ 0.095	[illegible]	$ 0.0995
PA	Pilot	Travel	Center	#245	Harrisburg	$ 2.40	$ 0.77	$ 1.63	$ 1.43	[illegible]	$ 1.60	$ 0.095	[illegible]	$ 0.0995
PA	Pilot	Travel	Center	[illegible]	[illegible]	$ 2.40	[illegible]	[illegible]	$ 1.43	$ 0.17	[illegible]	$ 0.095	[illegible]	$ 0.0995
PA	Pilot	Travel	Center	#311	[illegible]	$ 2.34	[illegible]	[illegible]	$ 1.43	$ 0.17	[illegible]	[illegible]	$ 1.53	$ 0.0395
PA	Pilot	Travel	Center	[illegible]	[illegible]	[illegible]	[illegible]	$ 1.59	$ 1.43	$ 0.17	[illegible]	[illegible]	[illegible]	$ 0.0595
PA	Pilot	Travel	Center	#348	Bentleyville	[illegible]	$ 0.77	[illegible]	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0595
PA	Pilot	Travel	Center	[illegible]	[illegible]	$ 2.40	[illegible]	[illegible]	$ 1.43	[illegible]	$ 1.60	$ 0.095	[illegible]	[illegible]
PA	AJ	American		#516	Breezewood	$ 2.40	[illegible]	$ 1.63	$ 1.43	[illegible]	$ 1.60	$ 0.095	$ 1.53	[illegible]
PA	Pilot	[illegible]	[illegible]	[illegible]	Duncannon	[illegible]	[illegible]	[illegible]	$ 1.43	$ 0.17	[illegible]	$ 0.095	$ 1.53	[illegible]
PA	Flying	J		#518	[illegible]	$ 2.36	$ 0.77	[illegible]	$ 1.43	[illegible]	[illegible]	$ 0.095	$ 1.53	[illegible]
PA	Pilot	Dealer		[illegible]	[illegible]	$ 2.49	[illegible]	$ 1.72	[illegible]	[illegible]	[illegible]	[illegible]	$ 1.53	[illegible]
PA	Flying	J		[illegible]	Milton	$ 2.49	$ 0.77	$ 1.72	$ 1.43	[illegible]	$ 1.60	$ 0.095	[illegible]	[illegible]
PA	Flying	J		[illegible]	[illegible]	$ 2.36	$ 0.77	$ 1.59	$ 1.43	$ 0.17	$ 1.60	[illegible]	[illegible]	$ 0.0595
PA	Flying	J		[illegible]	[illegible]	$ 2.36	[illegible]	$ 1.59	$ 1.43	[illegible]	[illegible]	[illegible]	[illegible]	$ 0.0595
PA	Flying	J		#708	[illegible]	$ 2.34	[illegible]	$ 1.57	$ 1.43	[illegible]	[illegible]	[illegible]	$ 1.53	[illegible]
PA	Flying	J		[illegible]	Mill Hall	$ 2.40	$ 0.77	$ 1.63	$ 1.43	$ 0.17	$ 1.60	$ 0.095	[illegible]	[illegible]
PA	Flying	J		#710	New [illegible]	[illegible]	[illegible]	$ 1.59	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	[illegible]
PA	Pilot	Dealer		#871	Pine Grove	$ 2.49	$ 0.77	$ 1.72	$ 1.43	[illegible]	[illegible]	$ 0.095	[illegible]	$ 0.1905
SC	Pilot	Travel	Center	[illegible]	[illegible]	$ 1.96	$ 0.35	$ 1.61	$ 1.43	$ 0.17	[illegible]	$ 0.095	[illegible]	$ 0.0860
SC	Pilot	Travel	Center	[illegible]	Clinton	$ 1.96	$ 0.35	$ 1.61	$ 1.43	[illegible]	[illegible]	$ 0.095	[illegible]	[illegible]
SC	Pilot	Travel	Center	[illegible]	Florence	$ 1.96	[illegible]	$ 1.61	$ 1.43	$ 0.17	[illegible]	[illegible]	[illegible]	[illegible]
SC	Pilot	Travel	Center	[illegible]	[illegible]	$ 1.96	$ 0.35	$ 1.61	[illegible]	[illegible]	[illegible]	$ 0.095	[illegible]	$ 0.0860
SC	Pilot	[illegible]	Center	[illegible]	[illegible]	[illegible]	[illegible]	$ 1.61	$ 1.43	$ 0.17	[illegible]	[illegible]	$ 1.53	[illegible]
SC	Pilot	Travel	Center	[illegible]	Blacksburg	[illegible]	$ 0.35	$ 1.59	$ 1.43	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
SC	Pilot	Travel	Center	[illegible]	Rock Hill	$ 1.88	$ 0.35	[illegible]	[illegible]	[illegible]	$ 1.60	[illegible]	[illegible]	[illegible]
SC	Pilot	Travel	Center	#456[illegible]	[illegible]ville	$ 1.94	$ 0.35	$ 1.59	[illegible]	$ 0.17	[illegible]	[illegible]	$ 1.53	$ 0.0660
SC	Pilot	[illegible]	Center	[illegible]	Hardeeville	$ 1.96	$ 0.35	[illegible]	$ 1.43	$ 0.17	[illegible]	[illegible]	[illegible]	$ 0.0860
SC	Pilot	Travel	Center	[illegible]	St. George	$ 1.96	$ 0.35	[illegible]	$ 1.43	[illegible]	$ 1.60	$ 0.095	$ 1.53	$ 0.0860
SC	Pilot	Travel	Center	[illegible]	[illegible]nsboro	[illegible]	$ 0.35	$ 1.63	[illegible]	$ 0.17	$ 1.60	$ 0.095	[illegible]	$ 0.1260
SC	Pilot	Travel	Center	[illegible]	St. Matthews	[illegible]	$ 0.35	$ 1.61	[illegible]	[illegible]	$ 1.60	[illegible]	[illegible]	$ 0.0860
SC	Pilot	Travel	Center	[illegible]	[illegible]	$ 1.96	[illegible]	$ 1.61	$ 1.43	[illegible]	[illegible]	[illegible]	$ 1.53	$ 0.0860
[illegible]	Pilot	Travel	Center	#1581	[illegible]ville	[illegible]	$ 0.35	[illegible]	$ 1.43	$ 0.17	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Pilot	Travel	Center	#4584	[illegible]	[illegible]	$ 0.35	[illegible]	$ 1.43	[illegible]	$ 1.60	$ 0.095	[illegible]	[illegible]
[illegible]	Pilot	Travel	Center	[illegible]	Duncan	$ 1.96	$ 0.35	$ 1.61	[illegible]	$ 0.17	$ 1.60	[illegible]	$ 1.53	$ 0.0860
[illegible]	Pilot	Travel	Center	[illegible]	Florence	[illegible]	[illegible]	$ 1.61	$ 1.43	$ 0.17	[illegible]	[illegible]	$ 1.53	[illegible]
SC	Pilot	Travel	Center	[illegible]	Cayce (Columbia Area)	$ 1.94	$ 0.35	$ 1.59	$ 1.43	$ 0.17	$ 1.60	[illegible]	$ 1.53	$ 0.0660
SC	Pilot	Travel	Center	[illegible]	[illegible]	[illegible]	$ 0.35	$ 1.61	$ 1.43	$ 0.17	[illegible]	[illegible]	[illegible]	[illegible]
SC	Pilot	Travel	Center	[illegible]	Gaffney	$ 1.94	$ 0.35	$ 1.59	$ 1.43	[illegible]	$ 1.60	$ 0.095	$ 1.53	$ 0.0660
SC	Flying	J		#493	St. George	$ 1.96	[illegible]	[illegible]	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	[illegible]
SC	Flying	J		#711	Blacksburg	[illegible]	[illegible]	[illegible]	$ 1.43	$ 0.17	$ 1.60	[illegible]	$ 1.53	$ 0.0660
SC	Flying	J		#712	Columbia	[illegible]	[illegible]	$ 1.55	$ 1.43	[illegible]	$ 1.60	$ 0.095	$ 1.53	[illegible]
SC	Flying	J		#713	Latta	[illegible]	$ 0.35	$ 1.61	[illegible]	$ 0.17	$ 1.60	[illegible]	$ 1.53	[illegible]
SC	Flying	J		#714	Rock Hill	$ 1.88	[illegible]	[illegible]	$ 1.43	$ 0.17	[illegible]	$ 0.095	$ 1.53	[illegible]
SC	[illegible]	[illegible]		#884	Campobello	$ 1.96	$ 0.35	$ 1.61	$ 1.43	[illegible]	$ 1.60	[illegible]	[illegible]	[illegible]
SC	Pilot	Travel	Center	[illegible]	N. Charleston	$ 2.06	[illegible]	[illegible]	$ 1.43	$ 0.17	[illegible]	[illegible]	[illegible]	$ 0.1860
SD	Pilot	Travel	Center	[illegible]	[illegible]	[illegible]	$ 0.48	$ 1.62	$ 1.43	[illegible]	$ 1.60	$ 0.095	$ 1.53	[illegible]
SD	Flying	J		[illegible]	Sioux Falls	$ 2.10	[illegible]	$ 1.62	[illegible]	[illegible]	$ 1.60	[illegible]	[illegible]	[illegible]
SD	Pilot	Travel	Center	#918	Rapid City	[illegible]	$ 0.48	[illegible]	$ 1.43	$ 0.17	[illegible]	$ 0.095	$ 1.53	[illegible]
SD	Flying	J	Franchise	[illegible]	Rapid City	[illegible]	$ 0.48	[illegible]	$ 1.43	$ 0.17	$ 1.60	[illegible]	[illegible]	[illegible]
SD	Flying	J	Franchise	#932	[illegible]	[illegible]	$ 0.48	[illegible]	[illegible]	[illegible]	$ 1.60	$ 0.095	$ 1.53	[illegible]
TN	Pilot	Travel	Center	#51	Greeneville	$ 2.14	$ 0.39	[illegible]	[illegible]	[illegible]	$ 1.60	$ 0.095	$ 1.53	[illegible]
TN	Pilot	Travel	Center	[illegible]	Lavergne	[illegible]	[illegible]	$ 1.57	$ 1.43	$ 0.17	[illegible]	$ 0.095	[illegible]	[illegible]
TN	Pilot	Travel	Center	#54	Hurricane Mills	$ 2.00	[illegible]	$ 1.61	$ 1.43	[illegible]	[illegible]	$ 0.095	$ 1.53	[illegible]
TN	Pilot	Food	Mart	[illegible]	Knoxville	[illegible]	$ 0.39	[illegible]	$ 1.43	[illegible]	[illegible]	$ 0.095	[illegible]	[illegible]
TN	Pilot	Travel	Center	[illegible]	Crossville	[illegible]	[illegible]	$ 1.57	$ 1.43	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
TN	Pilot	Travel	Center	[illegible]	White Pine	$ 2.08	$ 0.39	[illegible]	[illegible]	$ 0.17	[illegible]	[illegible]	[illegible]	$ 0.1595
TN	Pilot	[illegible]	Center	[illegible]	Gordonsville	[illegible]	$ 0.39	$ 1.61	[illegible]	$ 0.17	[illegible]	[illegible]	[illegible]	[illegible]
TN	Pilot	Travel	Center	#4598	[illegible]	$ 1.98	[illegible]	$ 1.59	$ 1.43	[illegible]	$ 1.60	$ 0.095	$ 1.53	[illegible]
TN	Pilot	Travel	Center	#4599	[illegible]	[illegible]	[illegible]	$ 1.61	$ 1.43	$ 0.17	[illegible]	[illegible]	[illegible]	[illegible]
TN	Pilot	Food	Mart	#132	Kingston	$ 2.06	[illegible]	[illegible]	$ 1.43	$ 0.17	$ 1.60	[illegible]	$ 1.53	[illegible]
TN	Pilot	Travel	Center	[illegible]	Stanton	$ 1.96	$ 0.39	$ 1.57	$ 1.43	[illegible]	$ 1.60	$ 0.095	$ 1.53	[illegible]
TN	Pilot	Travel	Center	#219	Knoxville	[illegible]	[illegible]	$ 1.69	[illegible]	[illegible]	$ 1.60	$ 0.095	$ 1.53	$ 0.1595
TN	Pilot	Travel	Center	#224	[illegible]	[illegible]	[illegible]	$ 1.67	[illegible]	[illegible]	$ 1.60	$ 0.095	[illegible]	$ 0.1395
TN	Pilot	Travel	Center	[illegible]	Dandridge	[illegible]	$ 0.39	$ 1.69	$ 1.43	[illegible]	$ 1.60	$ 0.095	[illegible]	[illegible]
TN	Pilot	Food	Mart	[illegible]	Knoxville	$ 2.10	[illegible]	[illegible]	$ 1.43	$ 0.17	$ 1.60	$ 0.095	[illegible]	[illegible]
TN	Pilot	Travel	Center	[illegible]	Cookeville	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	$ 1.60	[illegible]	$ 1.53	[illegible]
TN	Pilot	[illegible]	Center	[illegible]	[illegible]	$ 2.05	[illegible]	$ 1.66	[illegible]	[illegible]	$ 1.60	[illegible]	$ 1.53	[illegible]
TN	Pilot	Travel	Center	#363	Memphis	[illegible]	[illegible]	$ 1.61	[illegible]	[illegible]	$ 1.60	[illegible]	[illegible]	[illegible]

State	Store	Info 1	Info 2	Info 3	City	Retail E10	Tax	Wholesale E10	[illegible] Portion	Ethanol [illegible]	[illegible]	RIN Incentive	E10 Minus RIN Plus Terminal	E-10 Margin
TN	Pilot	Travel	Center	[illegible]	[illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.1395
[illegible]	Pilot	Travel	Center	#403	[illegible]	$ 2.15	$ 0.39	$ 1.71	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ [illegible]	$ 0.1795
TN	[illegible]	Travel	Center	#404	Murfreesboro	$ 1.98	$ 0.39	$ [illegible]	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ [illegible]	$ [illegible]
TN	Pilot	Travel	Center	#405	Memphis	$ 2.00	$ [illegible]	$ [illegible]	$ 1.43	$ 0.17	$ [illegible]	$ 0.095	$ 1.53	$ [illegible]
TN	Pilot	Travel	Center	#406	[illegible]	$ 2.05	$ [illegible]	$ [illegible]	$ 1.43	$ 0.17	$ [illegible]	$ 0.095	$ [illegible]	$ [illegible]
[illegible]	Pilot	Travel	Center	[illegible]	Jackson	$ 2.00	$ [illegible]	$ 1.61	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0795
TN	[illegible]	Travel	[illegible]	[illegible]	Lebanon	$ 1.98	$ [illegible]	$ 1.57	$ 1.43	$ [illegible]	$ [illegible]	$ 0.095	$ 1.53	$ 0.0395
[illegible]	Pilot	Travel	Center	[illegible]	White Pine	$ 2.08	$ 0.39	$ [illegible]	$ 1.43	$ [illegible]	$ 1.60	$ 0.095	$ 1.53	$ 0.1595
[illegible]	Pilot	[illegible]	Center	[illegible]	[illegible]	$ 2.06	$ [illegible]	$ 1.67	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.53	$ 0.1395
TN	[illegible]	Travel	Center	[illegible]	McDonald	$ 1.96	$ 0.39	$ [illegible]	$ 1.43	$ [illegible]	$ 1.60	$ [illegible]	$ 1.53	$ 0.0395
[illegible]	[illegible]	J		[illegible]	Fairview	$ [illegible]	$ 0.39	$ [illegible]	$ 1.43	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.53	$ [illegible]
[illegible]	Flying	J		[illegible]	Knoxville	$ [illegible]	$ 0.39	$ [illegible]	$ 1.43	$ [illegible]	$ 1.60	$ 0.095	$ 1.53	$ [illegible]
[illegible]	[illegible]	Travel	[illegible]	#15[illegible]	[illegible]	$ [illegible]	$ 0.39	$ [illegible]	$ 1.43	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.53	$ [illegible]
TX	[illegible]	Travel	Center	[illegible]	Sulphur Springs	$ [illegible]	$ 0.38	$ [illegible]	$ 1.43	$ [illegible]	$ 1.60	$ 0.095	$ [illegible]	$ [illegible]
[illegible]	[illegible]	[illegible]	Center	[illegible]	[illegible]	$ [illegible]	$ 0.38	$ [illegible]	$ [illegible]	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ [illegible]
[illegible]	[illegible]	Travel	Center	[illegible]	Van Horn	$ [illegible]	$ [illegible]	$ 1.78	$ 1.43	$ 0.17	$ [illegible]	$ 0.095	$ 1.53	$ 0.2535
TX	[illegible]	Travel	Center	[illegible]	[illegible]	$ 2.00	$ [illegible]	$ [illegible]	$ 1.43	$ [illegible]	$ 1.60	$ 0.095	$ 1.53	$ 0.0935
TX	[illegible]	Travel	Center	[illegible]	Midland	$ [illegible]	$ [illegible]	$ 1.68	$ [illegible]	$ [illegible]	$ [illegible]	$ 0.095	$ [illegible]	$ [illegible]
[illegible]	[illegible]	[illegible]	Center	[illegible]	[illegible]	$ [illegible]	$ 0.38	$ [illegible]	$ [illegible]	$ 0.17	$ 1.60	$ [illegible]	$ [illegible]	$ [illegible]
[illegible]	[illegible]	Travel	Center	[illegible]	New Braunfels	$ [illegible]	$ 0.38	$ 1.58	$ [illegible]	$ [illegible]	$ 1.60	$ 0.095	$ [illegible]	$ 0.0535
TX	[illegible]	Travel	Center	[illegible]	[illegible]	$ 1.94	$ [illegible]	$ [illegible]	$ 1.43	$ 0.17	$ [illegible]	$ [illegible]	$ 1.53	$ [illegible]
[illegible]	Pilot	Travel	Center	[illegible]	[illegible]	$ [illegible]	$ [illegible]	$ 1.56	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]
[illegible]	[illegible]	[illegible]	Center	[illegible]	Laredo	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 0.17	$ [illegible]	$ [illegible]	$ 1.53	$ [illegible]
[illegible]	[illegible]	Travel	Center	#431	[illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.43	$ 0.17	$ [illegible]	$ [illegible]	$ [illegible]	$ 0.0935
[illegible]	[illegible]	Travel	Center	[illegible]	[illegible]	$ [illegible]	$ [illegible]	$ 1.60	$ 1.43	$ 0.17	$ [illegible]	$ [illegible]	$ 1.53	$ [illegible]
TX	[illegible]	Travel	Center	#433	[illegible]	$ [illegible]	$ [illegible]	$ 1.56	$ [illegible]	$ [illegible]	$ 1.60	$ 0.095	$ [illegible]	$ [illegible]
[illegible]	[illegible]	[illegible]	Center	#434	Fort [illegible]	$ [illegible]	$ 0.38	$ [illegible]	$ [illegible]	$ 0.17	$ 1.60	$ [illegible]	$ 1.53	$ [illegible]
[illegible]	[illegible]	Travel	Center	#435	Anthony	$ 1.96	$ [illegible]	$ 1.58	$ 1.43	$ [illegible]	$ [illegible]	$ 0.095	$ [illegible]	$ 0.0535
TX	[illegible]	Travel	[illegible]	[illegible]	Amarillo	$ [illegible]	$ 0.38	$ 1.68	$ [illegible]	$ 0.17	$ [illegible]	$ [illegible]	$ [illegible]	$ 0.1335
[illegible]	[illegible]	Travel	Center	[illegible]	San Antonio	$ 1.96	$ [illegible]	$ [illegible]	$ 1.43	$ [illegible]	$ [illegible]	$ 0.095	$ [illegible]	$ 0.0535
[illegible]	Pilot	[illegible]	Center	[illegible]	Beasley	$ 2.00	$ [illegible]	$ 1.62	$ [illegible]	$ [illegible]	$ 1.60	$ [illegible]	$ [illegible]	$ 0.0935
TX	[illegible]	J		[illegible]	Anna	$ [illegible]	$ 0.38	$ [illegible]	$ 1.43	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 0.0935
[illegible]	[illegible]	Travel	Center	[illegible]	[illegible]	$ 1.94	$ [illegible]	$ 1.56	$ 1.43	$ 0.17	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]
[illegible]	Flying	J		#488	[illegible]	$ [illegible]	$ 0.38	$ [illegible]	$ 1.43	$ [illegible]	$ 1.60	$ [illegible]	$ [illegible]	$ [illegible]
[illegible]	[illegible]	J	US	[illegible]	[illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.43	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]
[illegible]	Flying	J	US	#551	[illegible]	$ [illegible]	$ 0.38	$ 1.71	$ 1.43	$ [illegible]	$ [illegible]	$ 0.095	$ 1.53	$ [illegible]
TX	[illegible]	J		[illegible]	Fort Stockton	$ 2.00	$ [illegible]	$ [illegible]	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ [illegible]	$ 0.0935
TX	Flying	J		[illegible]	George West	$ [illegible]	$ [illegible]	$ 1.68	$ 1.43	$ [illegible]	$ 1.60	$ [illegible]	$ 1.53	$ [illegible]
[illegible]	[illegible]	[illegible]	Center	#559	[illegible]	$ [illegible]	$ [illegible]	$ 1.62	$ 1.43	$ [illegible]	$ 1.60	$ 0.095	$ [illegible]	$ 0.0935
TX	Pilot	[illegible]	Center	#568	[illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 0.17	$ 1.60	$ [illegible]	$ [illegible]	$ [illegible]
TX	[illegible]	J		#58[illegible]	[illegible]	$ [illegible]	$ 0.38	$ 1.68	$ [illegible]	$ 0.17	$ [illegible]	$ 0.095	$ 1.53	$ [illegible]
TX	[illegible]	J		[illegible]	Amarillo	$ 2.04	$ 0.38	$ [illegible]	$ 1.43	$ [illegible]	$ [illegible]	$ 0.095	$ 1.53	$ [illegible]
TX	Flying	J		[illegible]	Anthony	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.43	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]
TX	[illegible]	J		#725	[illegible]	$ [illegible]	$ 0.38	$ 1.62	$ [illegible]	$ [illegible]	$ [illegible]	$ 0.095	$ 1.53	$ [illegible]
TX	Flying	J		#726	[illegible]	$ 1.94	$ 0.38	$ [illegible]	$ 1.43	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]
[illegible]	[illegible]	J		[illegible]	Edinburg	$ [illegible]	$ 0.38	$ [illegible]	$ 1.43	$ [illegible]	$ 1.60	$ [illegible]	$ 1.53	$ [illegible]
TX	[illegible]	J		[illegible]	[illegible]	$ [illegible]	$ [illegible]	$ 1.58	$ [illegible]	$ 0.17	$ [illegible]	$ [illegible]	$ 1.53	$ [illegible]
TX	[illegible]	J		[illegible]	Houston	$ [illegible]	$ 0.38	$ [illegible]	$ 1.43	$ [illegible]	$ 1.60	$ [illegible]	$ [illegible]	$ [illegible]
[illegible]	[illegible]	J		#730	Laredo	$ [illegible]	$ 0.38	$ [illegible]	$ 1.43	$ [illegible]	$ 1.60	$ [illegible]	$ 1.53	$ [illegible]
[illegible]	[illegible]	J		#733	[illegible]	$ 2.00	$ [illegible]	$ [illegible]	$ 1.43	$ [illegible]	$ [illegible]	$ 0.095	$ [illegible]	$ [illegible]
[illegible]	[illegible]	J		#734	New Caney	$ 2.06	$ 0.38	$ [illegible]	$ 1.43	$ [illegible]	$ [illegible]	$ 0.095	$ [illegible]	$ 0.1535
TX	[illegible]	J		[illegible]	Orange	$ [illegible]	$ 0.38	$ 1.62	$ [illegible]	$ [illegible]	$ [illegible]	$ 0.095	$ [illegible]	$ [illegible]
[illegible]	[illegible]	J		#736	[illegible]	$ [illegible]	$ 0.38	$ 1.62	$ [illegible]	$ [illegible]	$ 1.60	$ 0.095	$ [illegible]	$ [illegible]
[illegible]	[illegible]	J		[illegible]	San Antonio	$ [illegible]	$ 0.38	$ [illegible]	$ 1.43	$ [illegible]	$ [illegible]	$ 0.095	$ [illegible]	$ [illegible]
TX	Flying	J		[illegible]	[illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.43	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.53	$ 0.1535
[illegible]	[illegible]	J		[illegible]	[illegible]	$ 2.00	$ [illegible]	$ [illegible]	$ 1.43	$ [illegible]	$ 1.60	$ 0.095	$ [illegible]	$ 0.0935
TX	[illegible]	J		[illegible]	[illegible]rookshire	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.43	$ [illegible]	$ 1.60	$ [illegible]	$ 1.53	$ [illegible]
[illegible]	Flying	J		#741	[illegible] Falls	$ 2.00	$ 0.38	$ [illegible]	$ 1.43	$ [illegible]	$ 1.60	$ [illegible]	$ [illegible]	$ 0.0935
[illegible]	[illegible]	Pantry		[illegible]	Canton	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.43	$ [illegible]	$ [illegible]	$ 0.095	$ [illegible]	$ [illegible]
[illegible]	Pilot	[illegible]		[illegible]	Snyder	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.53	$ [illegible]
[illegible]	Pilot	[illegible]		[illegible]	[illegible]	$ [illegible]	$ [illegible]	$ 1.82	$ [illegible]	$ [illegible]	$ 1.60	$ [illegible]	$ 1.53	$ [illegible]
[illegible]	[illegible]	Dealer		[illegible]	[illegible] Pass	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.43	$ 0.17	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]
TX	[illegible]	Travel	Center	[illegible]	[illegible] Lake	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.43	$ 0.17	$ 1.60	$ [illegible]	$ 1.53	$ [illegible]
[illegible]	Pilot	Travel	Center	#1002	Tilden	$ [illegible]	$ [illegible]	$ 1.62	$ 1.43	$ [illegible]	$ 1.60	$ 0.095	$ [illegible]	$ [illegible]
[illegible]	Pilot	[illegible]	Center	[illegible]	Childress	$ 1.78	$ [illegible]	$ 1.40	$ 1.43	$ [illegible]	$ [illegible]	$ 0.095	$ [illegible]	$ (0.1265)
TX	[illegible]	Travel	Center	#1006	Junction	$ [illegible]	$ [illegible]	$ 1.72	$ 1.43	$ [illegible]	$ 1.60	$ [illegible]	$ [illegible]	$ 0.1935
TX	[illegible]	Travel	Center	[illegible]	[illegible]	$ 2.10	$ [illegible]	$ 1.72	$ 1.43	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.53	$ [illegible]
[illegible]	Flying	J		[illegible]	Channelview	$ [illegible]	$ 0.38	$ [illegible]	$ 1.43	$ [illegible]	$ [illegible]	$ 0.095	$ [illegible]	$ [illegible]
[illegible]	Pilot	Travel	[illegible]	[illegible]	Carrizo Springs	$ [illegible]	$ 0.38	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	$ [illegible]	$ 0.38	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.60	$ 0.095	$ [illegible]	$ [illegible]

State	[illegible]	Info 1	Info 2	Info 3	City	Retail [illegible]	Tax	Subsequent E10	[illegible]	Ethanol [illegible]	E-[illegible] Price	RIN Incentive	E10 Minus RIN Plus Terminal	E-10 [illegible]
TX	Pilot	Travel	Center	#1028	Buffalo	$ 2.06	$ 0.38	$ 1.62	$ 1.43	$ 0.17	$ 1.60	$ [illegible]	$ 1.53	$ 0.0935
TX	Flying	[illegible]		#10[illegible]	Midland	$ 2.06	$ 0.3[illegible]	$ 1.68	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.15[illegible]
TX	Pilot	Travel	Center	[illegible]	Mustang Ridge	$ 2.0[illegible]	$ 0.3[illegible]	$ 1.62	$ 1.43	$ [illegible]	$ 1.60	$ [illegible]	$ 1.53	$ [illegible]
TX	Flying	[illegible]		#105[illegible]	Pasadena	$ 2.06	$ [illegible]	$ 1.62	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ [illegible]
TX	Pilot	Travel	Center	[illegible]	[illegible]burg	$ [illegible]	$ 0.38	$ 1.68	$ [illegible]	$ [illegible]	$ 1.60	$ [illegible]	$ 1.53	$ [illegible]
TX	Pilot	Travel	Center	#10[illegible]	Stratford	$ 2.10	$ 0.38	$ 1.72	$ 1.39	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.1935
TX	Pilot	Thomas	Cardlock	[illegible]	Andrews	$ 2.06	$ [illegible]	$ 1.68	$ 1.43	$ 0.17	$ [illegible]	$ 0.095	$ [illegible]	$ [illegible]
TX	Pilot	Thomas	Cardlock	#621	Midland	$ 2.16	$ 0.38	$ 1.78	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.2535
TX	Pilot	Thomas	Cardlock	[illegible]	[illegible]	$ 2.16	$ 0.38	$ 1.78	$ 1.43	$ 0.17	$ [illegible]	$ 0.095	$ 1.53	$ [illegible]
TX	Pilot	Thomas	Cardlock	[illegible]	Odessa	$ 2.16	$ 0.38	$ 1.78	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.2535
TX	Pilot	Thomas	Cardlock	[illegible]	Big S[illegible]	$ 2.1[illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ [illegible]
TX	Pilot	Thomas	Cardlock	#6[illegible]	[illegible]	$ 2.2[illegible]	$ 0.38	$ 1.88	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.2535
UT	Pilot	Thomas	Cardlock	#10[illegible]	Vernal	$ 2.2[illegible]	$ 0.47	$ 1.7[illegible]	$ 1.43	$ 0.17	$ [illegible]	$ 0.095	$ 1.53	$ 0.2594
UT	Pilot	Thomas	Cardlock	#109	Vernal	$ 2.26	$ 0.47	$ 1.78	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.2594
UT	Pilot	Fuel	Center	[illegible]	[illegible]	$ [illegible]	$ 0.47	$ 1.82	$ [illegible]	$ [illegible]	$ 1.60	$ 0.095	$ 1.53	$ [illegible]
UT	Pilot	Travel	Center	#294	Ogden	$ 2.00	$ 0.47	$ 1.5[illegible]	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ [illegible]
UT	Pilot	[illegible]		[illegible]	Perry	$ [illegible]	$ [illegible]	$ 1.50	$ 1.43	$ 0.17	$ [illegible]	$ 0.095	$ [illegible]	$ [illegible]
UT	Flying	[illegible]	[illegible]	#909	[illegible]	$ 2.00	$ 0.47	$ [illegible]	$ 1.43	$ [illegible]	$ 1.60	$ 0.095	$ [illegible]	$ 0.0004
UT	Flying	[illegible]	[illegible]	[illegible]	[illegible]	$ [illegible]	$ 0.47	$ 1.53	$ [illegible]	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ [illegible]
UT	Flying			[illegible]	Lake Point	$ 2.10	$ 0.47	$ 1.62	$ 1.43	$ [illegible]	$ 1.60	$ 0.095	$ 1.53	$ [illegible]
UT	Flying	[illegible]		[illegible]	Nephi	$ 2.06	$ [illegible]	$ 1.58	$ 1.43	$ 0.17	$ 1.60	$ [illegible]	$ [illegible]	$ 0.0594
UT	Flying	[illegible]		#[illegible]84	Ogden	$ 2.00	$ 0.47	$ 1.5[illegible]	$ 1.43	$ 0.17	$ 1.60	$ [illegible]	$ 1.53	$ (0.0006)
UT	Flying			[illegible]	Salt Lake City	$ 2.0[illegible]	$ 0.47	$ 1.53	$ 1.43	$ [illegible]	$ [illegible]	$ 0.095	$ 1.53	$ [illegible]
UT	Flying	[illegible]		[illegible]	[illegible]ville	$ 1.96	$ 0.47	$ 1.48	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ [illegible]
UT	Flying			#7[illegible]	[illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ [illegible]	$ [illegible]
UT	Flying			[illegible]	North Salt Lake	$ 2.00	$ 0.47	$ 1.53	$ 1.43	$ 0.17	$ [illegible]	$ 0.095	$ 1.53	$ (0.0006)
UT	Flying	[illegible]		[illegible]	Richfield	$ 2.06	$ 0.47	$ 1.59	$ 1.43	$ [illegible]	$ [illegible]	$ 0.095	$ 1.53	$ 0.0594
UT	Flying	[illegible]		#7[illegible]4	Snowville	$ 2.06	$ 0.47	$ 1.58	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0594
UT	Pilot	Travel	Center	[illegible]	[illegible]	$ 2.20	$ [illegible]	$ 1.72	$ 1.38	$ [illegible]	$ 1.60	$ [illegible]	$ 1.53	$ 0.1994
UT	Pilot	Dealer		#6[illegible]	Green River	$ 2.20	$ 0.47	$ 1.73	$ [illegible]	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.2004
UT	[illegible]	[illegible]			[illegible] Lake City	$ 2.20	$ 0.47	$ 1.7[illegible]	$ [illegible]	$ [illegible]	$ 1.60	$ [illegible]	$ 1.53	$ [illegible]
VA	Pilot	Travel	Center	[illegible]	[illegible]beville	$ 2.10	$ 0.40	$ 1.70	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.1696
VA	Pilot	Travel	Center	[illegible]	[illegible]	$ 2.06	$ 0.40	$ 1.66	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ [illegible]	$ [illegible]
VA	Pilot	Travel	Center	#159	Providence Forge [illegible]	$ 2.06	$ 0.40	$ 1.66	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.1296
VA	Pilot	Travel	Center	#4642	[illegible]s Brook	$ 2.06	$ 0.40	$ 1.66	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ [illegible]	$ [illegible]
VA	Pilot	Travel	Center	#46[illegible]	[illegible]	$ 2.00	$ 0.40	$ 1.60	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0696
VA	Pilot	Travel	Center	#4651	[illegible]ppers	$ [illegible]	$ 0.40	$ 1.66	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.1296
VA	Pilot	Travel	Center	#4656	[illegible]	$ 2.04	$ 0.40	$ 1.64	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.1096
VA	Pilot	Travel	Center	[illegible]	[illegible]	$ 2.06	$ [illegible]	$ 1.66	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ [illegible]	$ 0.1296
VA	Pilot	Travel	Center	[illegible]	Troutville	$ 2.05	$ 0.40	$ 1.65	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.1196
VA	Pilot	Travel	Center	[illegible]	[illegible]	$ 2.14	$ 0.40	$ 1.74	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ [illegible]
VA	Pilot	Travel	Center	[illegible]	Staunton	$ 2.10	$ 0.40	$ 1.70	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ [illegible]	$ 0.1696
VA	Pilot	Travel	Center	[illegible]	[illegible]sonburg	$ 2.16	$ 0.40	$ 1.76	$ [illegible]	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.2296
VA	Flying	[illegible]		#[illegible]49	Carmel Church	$ 1.96	$ 0.40	$ 1.56	$ 1.43	$ 0.17	$ 1.60	$ [illegible]	$ 1.53	$ 0.0296
VA	Flying	[illegible]		[illegible]	Fort Chiswell	$ [illegible]	$ 0.40	$ 1.50	$ 1.43	$ 0.17	$ 1.60	$ [illegible]	$ 1.53	$ [illegible]
VA	Flying	[illegible]		[illegible]	Winchester	$ 2.10	$ 0.40	$ 1.70	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ [illegible]	$ 0.1696
VA	Mr	Fuel		#753	[illegible]ther Glen	$ 1.96	$ 0.40	$ [illegible]	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ [illegible]
VA	Flying	[illegible]		[illegible]	Wytheville	$ 2.10	$ 0.40	$ 1.70	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ [illegible]	$ 0.1696
VA	Flying	[illegible]		[illegible]	[illegible]ther Glen	$ 1.96	$ [illegible]	$ 1.56	$ 1.43	$ 0.17	$ [illegible]	$ 0.095	$ [illegible]	$ [illegible]
VA	Pilot	Dealer		#8[illegible]	Emporia	$ 2.05	$ 0.40	$ 1.65	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ [illegible]
VA	Pilot	Dealer		#[illegible]	South Hill	$ [illegible]	$ 0.40	$ 1.65	$ 1.43	$ [illegible]	$ 1.60	$ [illegible]	$ 1.53	$ [illegible]
WA	Pilot	Travel	Center	#151	Tumwater	$ 2.30	$ 0.67	$ 1.63	$ [illegible]	$ 0.17	$ 1.60	$ [illegible]	$ 1.53	$ 0.0995
WA	Pilot	Travel	Center	[illegible]	Ferndale	$ 2.30	$ 0.67	$ 1.6[illegible]	$ 1.43	$ 0.17	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]
WA	Flying	[illegible]	DLR	#963	Spokane	$ 2.60	$ 0.67	$ 1.93	$ 1.43	$ 0.17	$ 1.60	$ [illegible]	$ 1.53	$ [illegible]
WA	Flying	[illegible]	DLR	#965	Ellensburg	$ 2.60	$ 0.67	$ 1.93	$ 1.43	$ 0.17	$ 1.60	$ [illegible]	$ [illegible]	$ [illegible]
WA	Flying	[illegible]	DLR	#96[illegible]	Spokane	$ 2.64	$ 0.67	$ 1.97	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.4395
WA	Flying	[illegible]	DLR	#970	Pasco	$ 2.46	$ 0.67	$ 1.79	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ [illegible]
WI	Pilot	Travel	Center	#40	Oak Creek	$ 2.25	$ 0.51	$ 1.74	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.2145
WI	Pilot	Travel	Center	#164	[illegible]	$ 2.30	$ 0.51	$ 1.79	$ 1.43	$ [illegible]	$ 1.60	$ 0.095	$ 1.53	$ 0.2645
WI	Pilot	Travel	Center	#[illegible]	[illegible]	$ 2.30	$ 0.51	$ 1.79	$ 1.43	$ [illegible]	$ 1.60	$ 0.095	$ 1.53	$ 0.2645
WI	Pilot	Travel	Center	[illegible]	Franksville	$ 2.26	$ 0.51	$ 1.75	$ [illegible]	$ 0.17	$ 1.60	$ 0.095	$ [illegible]	$ 0.2245
WI	Flying	[illegible]	#4[illegible]		Roberts	$ 2.25	$ 0.51	$ 1.74	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.2145
WI	Road	Ranger	[illegible]		Cottage Grove	$ 2.29	$ 0.51	$ 1.78	$ 1.43	$ 0.17	$ [illegible]	$ 0.095	$ 1.53	$ 0.2545
WI	Road	Ranger	#538		Oakdale	$ 2.40	$ 0.51	$ 1.89	$ 1.43	$ 0.17	$ [illegible]	$ 0.095	$ 1.53	$ 0.3645
WI	Road	Ranger	#544		[illegible]st Troy	$ 2.25	$ 0.51	$ 1.74	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ [illegible]	$ 0.2145
WI	Flying	[illegible]	[illegible]		Black River Falls	$ 2.25	$ 0.51	$ 1.74	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.2145
WV	Pilot	Travel	Center	#[illegible]	Nitro	$ 2.20	$ 0.51	$ 1.69	$ 1.43	$ 0.17	$ 1.60	$ [illegible]	$ 1.53	$ [illegible]
WV	Pilot	Travel	Center	#4[illegible]	Sutton	$ 2.20	$ 0.51	$ 1.69	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.1615
WV	Pilot	Travel	Center	[illegible]	[illegible]	$ 2.26	$ 0.51	$ 1.75	$ [illegible]	$ 0.17	$ 1.60	$ 0.095	$ [illegible]	$ [illegible]
WY	Pilot	Thomas	Cardlock	#[illegible]	Rock Springs	$ 2.10	$ 0.42	$ 1.68	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.1535

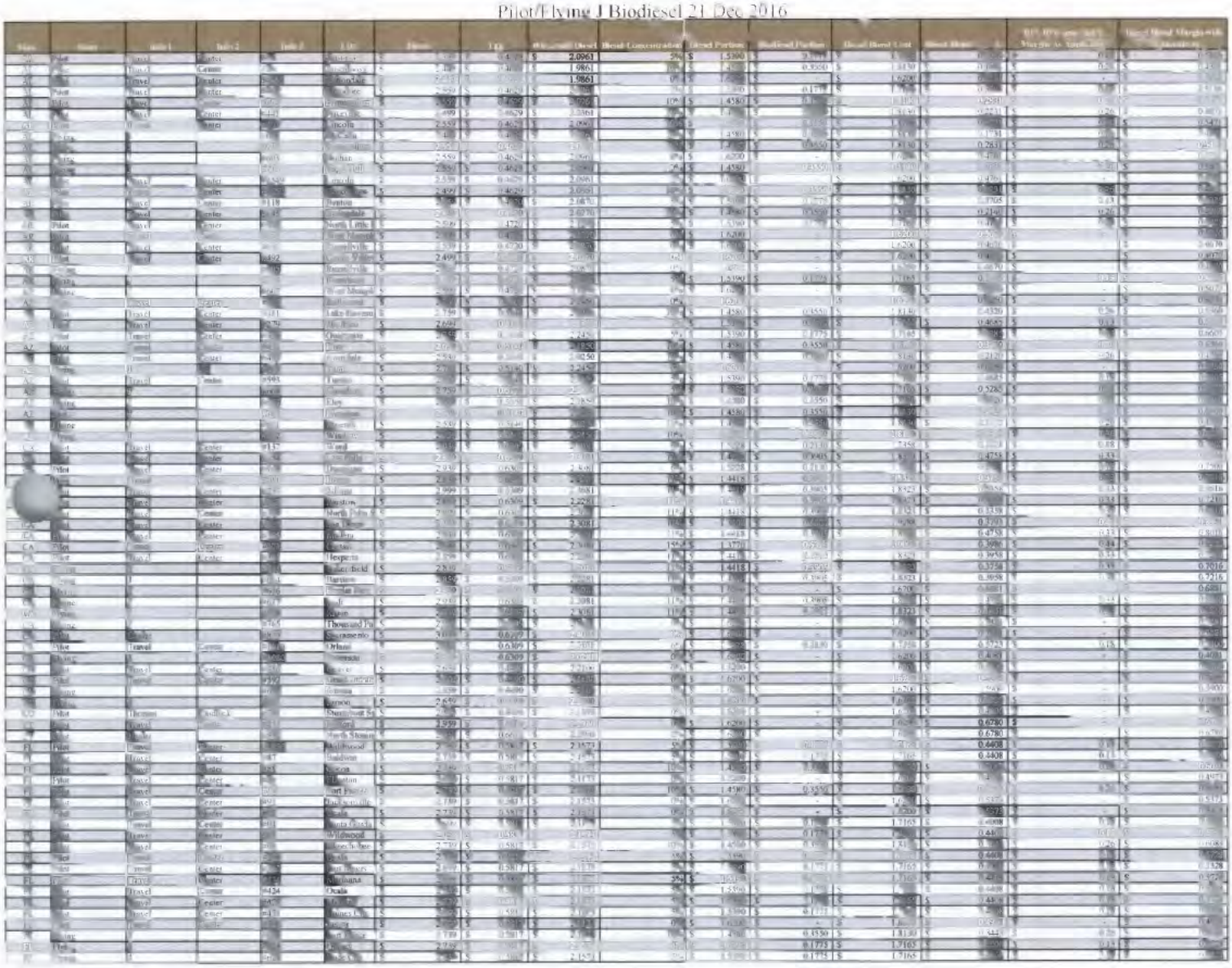
State	Store	Info 1	Info 2	Info 3	City	Retail E10	Tax	Wholesale E10	RBOB Portion	Ethanol Portion	E10 Price	RIN Incentive	E10 Minus RIN Plus Terminal	E-10 Margin
WY	Pilot	Travel	Center	#141	Evanston	$ 1.96	$ 0.42	$ 1.54	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0135
WY	Pilot	Travel	Center	#308	Laramie	$ 1.96	$ 0.42	$ 1.54	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0135
WY	Pilot	Travel	Center	#402	Cheyenne	$ 2.06	$ 0.42	$ 1.64	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.1135
WY	Flying	J		#758	Casper	$ 1.96	$ 0.42	$ 1.54	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0135
WY	Flying	J		#759	Cheyenne	$ 2.06	$ 0.42	$ 1.64	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.1135
WY	Flying	J		#760	Cokeville	$ 2.30	$ 0.42	$ 1.88	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.3535
WY	Flying	J		#761	Evanston	$ 1.96	$ 0.42	$ 1.54	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0135
WY	Flying	J		#762	Gillette	$ 2.00	$ 0.42	$ 1.58	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0535
WY	Flying	J		#763	Rawlins	$ 2.00	$ 0.42	$ 1.58	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.0535
WY	Flying	J		#764	Rock Springs	$ 2.06	$ 0.42	$ 1.64	$ 1.43	$ 0.17	$ 1.60	$ 0.095	$ 1.53	$ 0.1135

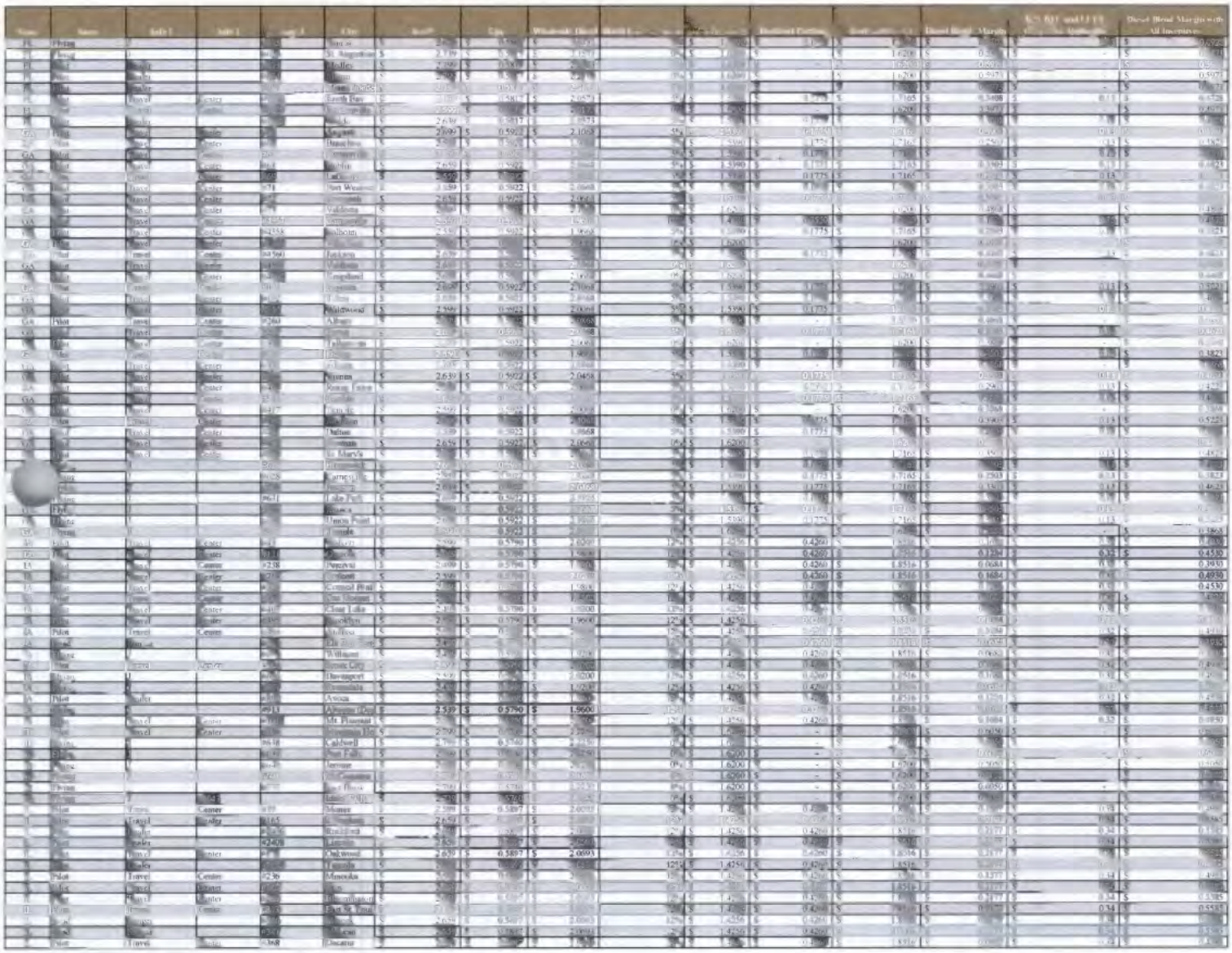
Pilot/Flying J Biodiesel
21 Dec 2016

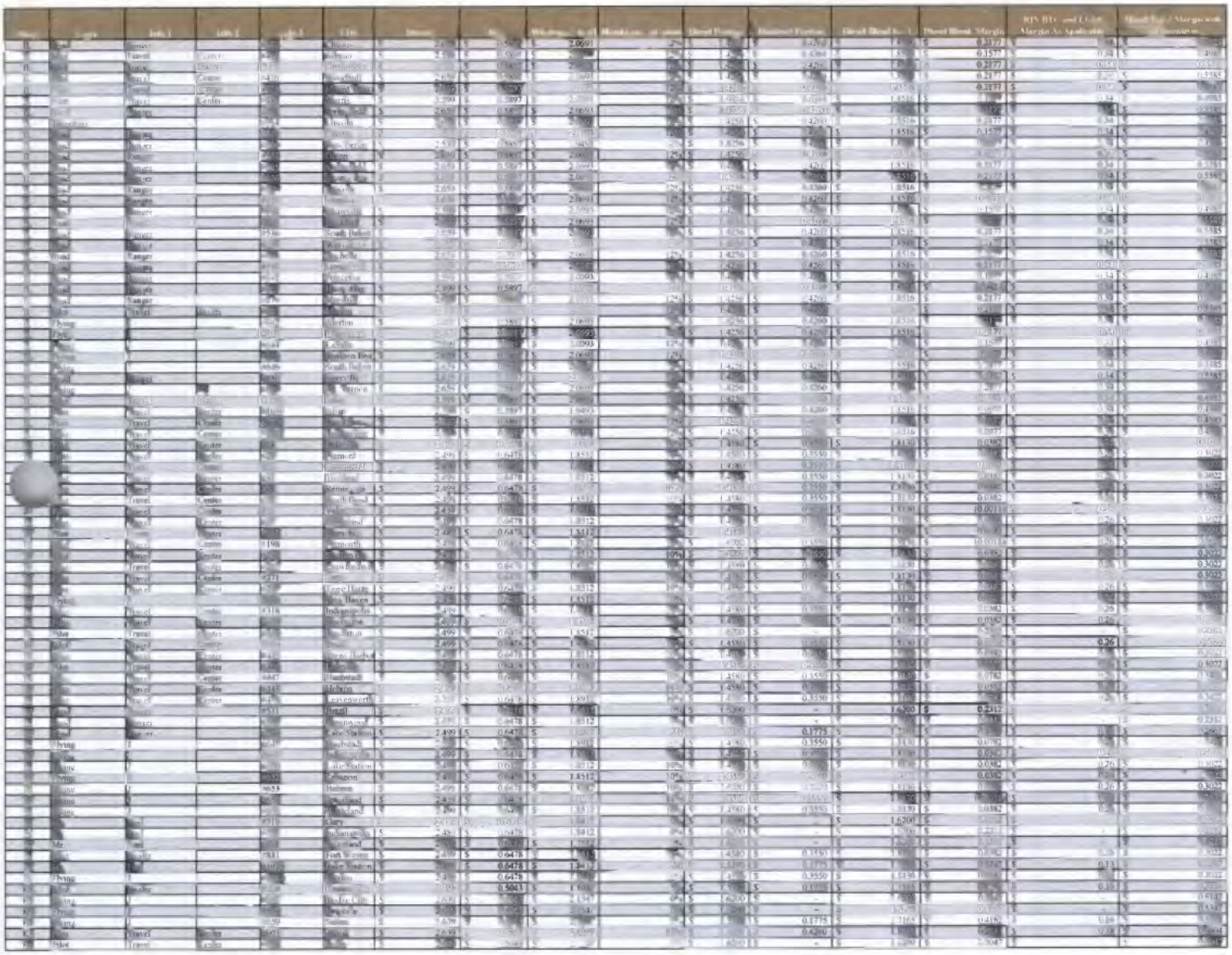
Pilot/Flying J Biodiesel 21 Dec 2016

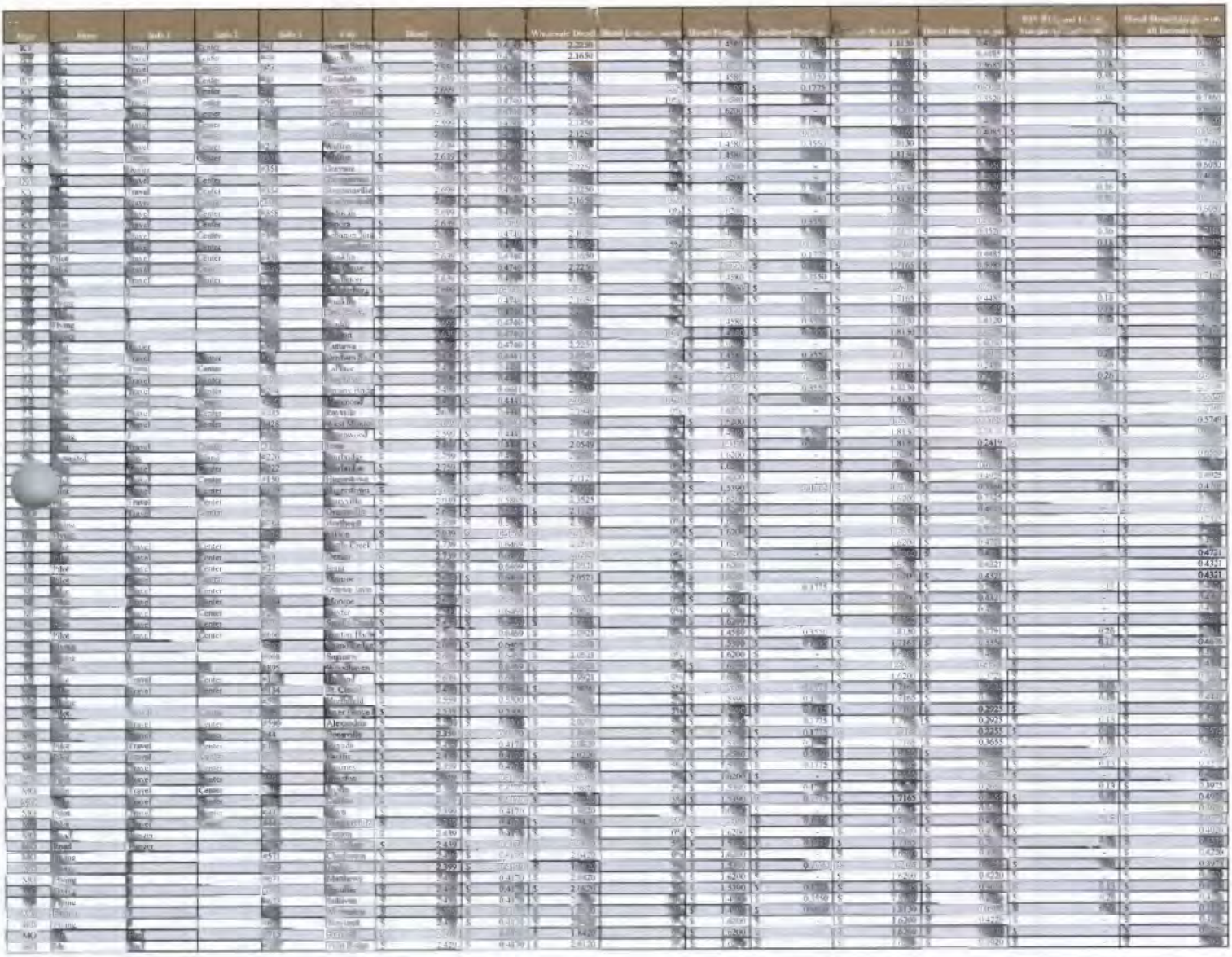
	SME BIODIESEL	B100 Delivered	Biodiesel without RIN	Biodiesel without BTC	Biodiesel without LCFS
B100 with RIN	$3.2900	$3.5500	$1.8400	$0.8400	$0.5185
(RIN)	$1.1400				
(Excise)	$1.0000				
(CI)	$95.5000				
National Average Diesel	$1.6200				

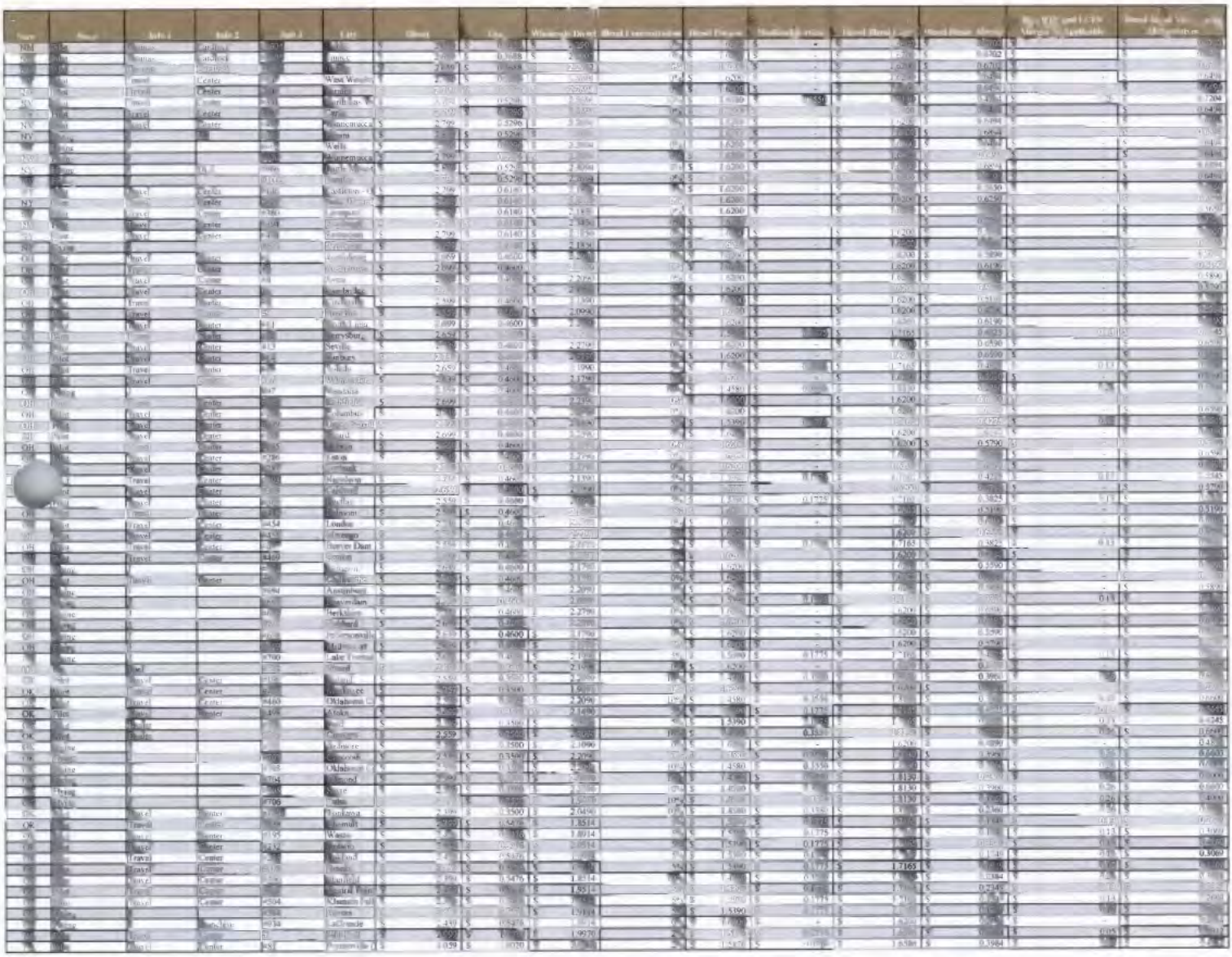
Pilot/Flying J Biodiesel 21 Dec 2016

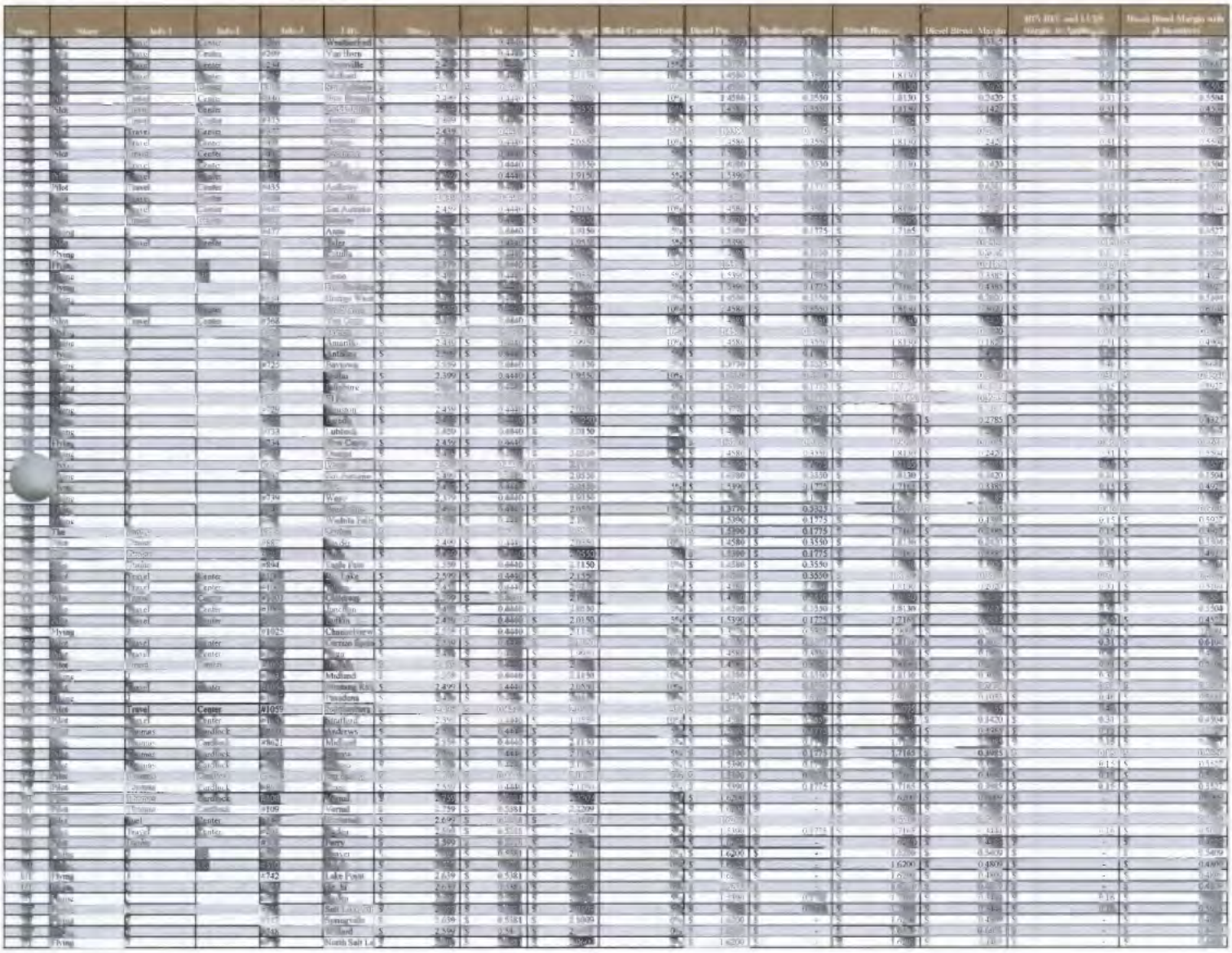












Pilot/Flying J Ethanol and Biodiesel Total
21 Dec 2016

Pilot/Flying J Ethanol and Biodiesel Total 21 Dec 2016

State	Store	Info 1	Info 2	Info 3	City	Total Margin At Station
AL	Pilot	Travel	Center	#75	Satsuma	$ 0.6560
AL	Pilot	Travel	Center	#76	Tuscaloosa	$ 0.4615
AL	Pilot	Travel	Center	#4555	Cottondale	$ 0.3905
AL	Pilot	Travel	Center	#302	Theodore	$ 0.5960
AL	Pilot	Travel	Center	#369	Birmingham	$ 0.5715
AL	Pilot	Travel	Center	#441	Priceville	$ 0.5315
AL	Pilot	Travel	Center	#497	Lincoln	$ 0.5915
AL	Flying	J		#601	McCalla	$ 0.4815
AL	Flying	J		#602	Birmingham	$ 0.5715
AL	Flying	J		#603	Dothan	$ 0.5205
AL	Flying	J		#604	Hope Hull	$ 0.6115
AL	Pilot	Travel	Center	#1549	Lincoln	$ 0.5205
AL	Pilot	Travel	Center	#1550	Good Hope	$ 0.5115
AR	Pilot	Travel	Center	#118	Benton	$ 0.5380
AR	Pilot	Travel	Center	#145	Springdale	$ 0.5135
AR	Pilot	Travel	Center	#332	North Little Rock	$ 0.5580
AR	Pilot	Travel	Center	#429	West Memphis	$ 0.5825
AR	Pilot	Travel	Center	#430	Russellville	$ 0.5425
AR	Pilot	Travel	Center	#492	Caddo Valley	$ 0.4625
AR	Flying	J		#605	Russellville	$ 0.5425
AR	Flying	J		#606	Texarkana	$ 0.5180
AR	Flying	J		#607	West Memphis	$ 0.5825
AZ	Pilot	Travel	Center	#180	Bellemont	$ 0.7885
AZ	Pilot	Travel	Center	#211	Lake Havasu City	$ 0.8995
AZ	Pilot	Travel	Center	#279	Rio Rico	$ 0.7040
AZ	Pilot	Travel	Center	#328	Quartzsite	$ 0.9240
AZ	Pilot	Travel	Center	#458	Eloy	$ 0.6995
AZ	Pilot	Travel	Center	#459	Avondale	$ 0.5395
AZ	Flying	J	US	#505	Yuma	$ 0.6895
AZ	Pilot	Travel	Center	#593	Tucson	$ 0.6640
AZ	Flying	J		#608	Ehrenberg	$ 1.0240
AZ	Flying	J		#609	Eloy	$ 0.6995
AZ	Flying	J		#610	Kingman	$ 0.7995
AZ	Flying	J		#611	Phoenix	$ 0.5395
AZ	Flying	J		#612	Winslow	$ 0.8995
CA	Pilot	Travel	Center	#137	Weed	$ 1.2578
CA	Pilot	Travel	Center	#154	Lost Hills	$ 1.0094
CA	Pilot	Travel	Center	#168	Dunnigan	$ 0.9578
CA	Pilot	Travel	Center	#200	Boron	$ 1.1094
CA	Pilot	Travel	Center	#237	Salinas	$ 1.0694
CA	Pilot	Travel	Center	#282	Barstow	$ 0.9894
CA	Pilot	Travel	Center	#307	North Palm Springs	$ 1.0694
CA	Pilot	Travel	Center	#343	San Diego	$ 1.1609
CA	Pilot	Travel	Center	#365	Madera	$ 1.0094